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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ... Dep.	6.37	8.00	9.16	10.09	12.02	1.15	2.37	3.00	4.37	5.43
Yauwatt ... Dep.	6.45	8.08	9.24	10.16	12.09	1.21	2.43	3.06	4.43	5.49
Shatin ... Dep.	6.57	8.10	9.26	10.18	12.11	1.23	2.45	3.08	4.45	5.51
Taipei ... Dep.	7.11	8.14	9.30	10.22	12.15	1.27	2.49	3.12	4.49	5.55
Taipei Market ... Dep.	7.16	8.19	9.35	10.27	12.20	1.32	2.54	3.17	4.54	6.00
Fanning ... Dep.	7.37	8.40	9.46	10.38	12.31	1.43	3.05	3.28	5.05	6.11
Shanghai ... Dep.	7.38	8.41	9.47	10.39	12.32	1.44	3.06	3.29	5.06	6.12
Shanghai ... Arr.	7.38	8.41	9.47	10.39	12.32	1.44	3.06	3.29	5.06	6.12
Shanghai ... Dep.	7.38	8.41	9.47	10.39	12.32	1.44	3.06	3.29	5.06	6.12
Shanghai ... Arr.	7.38	8.41	9.47	10.39	12.32	1.44	3.06	3.29	5.06	6.12
Canton ... Arr.	11.50	—	—	—	—	—	—	—	—	—

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	P.M.	P.M.
Fanning ... Dep.	7.45	8.10	8.20	8.15	8.15
Shataukok ... Dep.	8.40	8.40	8.40	8.40	8.40
Shataukok ... Arr.	8.15	8.15	8.15	8.15	8.15
Fanning ... Arr.	7.10	7.10	7.10	7.10	7.10

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Our London Letter.

"RED" TERROR IN RUSSIA.

AWKWARD FOR BRITISH SOCIALISTS.

ENGLAND AND HONG KONG TRADE IMPROVEMENT.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 13th.

The revival of the "Red" terror in Russia which is described in some detail in the papers here has caused the Labour Party to think furiously. The fact is that they are in an awkward position. They have been backing the Soviet for years, and now that the alien gang who seized power and maintain themselves by sheer terrorism in Russia have been publicly convicted before the whole world as the enemies of civilization the question is how our native "Reds" can save their faces.

It is a good object lesson of what happens when a party is not strong enough to shake off its own extremists, or at least keep them under control. The Socialists have backed Chen and Borodin in China till the revolutions after the raid on Soviet House in London proved that the Soviet Government were using the Chinese for their own ends in the general campaign against Britain. Some of the extremists are still declaring they believe in the high mission of the Soviet, but it is mere bravado, and the leaders and moderate men in the party are not so stupid. They are lying low and saying nothing at present, for they well know that in the light of our knowledge of Soviet treachery any sympathy expressed with the rulers of Russia would prove fatal to their chances at the next General Election.

The Motive for the Crime.

The executions carried out by order of the Soviet of 20 persons who were in prison for alleged political offences—some were confined for nearly a year—has shocked this country. The facts reached you by cable a few days before the date of writing this article. In the opinion of people extremely well-informed here on the subject of conditions in Russia, the executions were a political move having as its object: firstly, the discrediting of Britain by associating her with espionage charges; and, secondly, the intimidation of the growing opposition to Bolshevism in Russia.

What makes the crime particularly heinous is the fact that a number of the victims were not even opposed to Bolshevism. But something sensational had to be done, it was thought, and so the unhappy prisoners were killed without even the formality of a trial, in order to support the childish fiction that they were "spies in foreign pay." Apparently the Moscow crowd are under the delusion that what they have done is a good answer to the exposure of Soviet espionage against Britain following the recent idea on the offices of the Russian Trade Delegation in London.

It would not be surprising if there was another wholesale exhibition of terrorism, as it is believed that the Soviet leaders are in a panic as a result of British action in expelling from this country their accredited representatives.

Fantastic Stories.

It is extremely unlikely that anybody can be deceived by the action of the Soviet Government in carrying out the political murders. Sir Robert Hodgson, who was British Diplomatic representative at Moscow, has returned here with his staff, and in an interview with a representative, which, of course, is in the nature of an unofficial statement, he completely disposes of the falsehood that there was espionage in Russia on behalf of Great Britain.

The charges are ridiculous, as Sir Robert proves with ease. Business letters were opened, it seems, and references to business were taken to have political significance. But as a matter of strict accuracy, knowing how nervous the Soviet Government is, there was the utmost care not to give the least occasion for

(Continued on next column.)

FILIPINOS AND INDEPENDENCE DAY.

ADMIRAL KITTELLE'S ADDRESS.

THE BANE OF POLITICS.

MANILA, July 5th.

The 151st anniversary of American Independence celebrated in Manila yesterday was a success, all are agreed. From the time when the 1st Infantry lead the huge parade past the reviewing stand opposite the Rizal monument to the "boom" of the final rocket in the spectacular fireworks exhibition at night, an enthusiastic crowd of citizens peopled the grounds.

At 9 a.m. the American troops headed the long line of march past the reviewing notables. The largest organization, and the one winning most applause, was the 12,000 Filipino veterans together with the daughters of the veterans.

Following the lengthy parade, the exercises of the day began with an invocation by Chaplain Hal C. Head. Acting Governor General Gilmore introduced Admiral Kittelle as the speaker. His speech follows:

"One hundred and fifty and one year ago, a declaration was made Human society, everywhere on the earth, has capital, labour and a market; and if any one of the three is missing, chaos reigns.

Professional Politicians.

Much evil comes to mankind by politics. There can be a noble politics that makes for the good of humanity and a petty politics that is calculated solely for the advancement of the professional politician.

"In the Philippines, politics has no reason at all for existence, and it would be a great blessing to the good Filipino people if they could be rid of this incubus. It would be a great boon to the country, if all, who are now occupying themselves with politics, would forget even the word politics and devote the energy they released to the development of the Philippine people and the Philippine Islands."

suspicion. Connection of the most harmless kind with the British Mission was sufficient to bring a Russian under notice. For that reason members of the Mission were afraid even to ask any Russian to play tennis with them.

There has certainly been much lately to make the rulers of Russia nervous. A Government confident that its power is firmly based does not deal in mass executions of harmless people; nor has it any need of the grotesquely absurd allegations which Sir Robert Hodgson has dealt with in a proper manner. In China as well as in Britain the Soviet Government has been publicly exposed for the tyranny it is at home, and as a menace to the rest of the world.

Hong Kong Trade Improvement.

The agreeable intimation of the beginning of trade recovery at Hong Kong is being circulated here; the news is sent out by the Federation of British Industries, and it will serve a very useful purpose. For a long time trade circles have regarded China as "off the map" for the ordinary relations of commerce, and it will do good to have it known that there is an early prospect of a resumption of business at Hong Kong. One reason which is given for the improved state of affairs is the calming effect of the presence in China of British troops adequate for all defensive purposes.

We are assured that Chinese merchants are displaying their traditional pertinacity and ingenuity in adapting their methods to meet the present difficulties. Having learnt by experience, they are not over-buying, as has been the case previously after a period of stagnation. Furthermore, a bouquet is handed out to British merchants at Hong Kong, who are stated to have improved their own organisation, and "if another boycott should take place, which is most unlikely," says the F.B.I., "the local commercial community would be much better able to meet it than they were in 1925." The exchange, it is pointed out, remains steady, and this is a hopeful factor.—H.B.

DIARY OF EVENTS.

To-day.

Extraordinary General Meeting, H.K. Amusements, Ltd., Queen's Theatre, noon.
Lawn Tennis League:—"A" Division: H.K.C.C. v. U.S.R.C.
Tea Dances: H.K. Hotel, Hotel Savoy, and Cafe Parisien, 4.30 p.m.

Naval and Military Y.M.C.A.'s: "Cheer O," Whist drive, 7.30 p.m.; "Better 'Ole," Concert by "Squeakettes," 7 p.m.
Dinner Dances at Cafe Restaurant Parisien.
St. Peter's Y.M.C. moonlight picnic, Repulse Bay. Launch leaves Queen's Pier, 8 p.m.
Queen's Theatre: "In the Name of Love."
World Theatre: "Our Hospitality."
Star Theatre: "The Making of O'Malley" (matinees only).
Wilbur Players present "The High Cost of Living," Star Theatre, 8.15 p.m.

Principal Mails:—Outward: Canada, America, etc., Europe via Vancouver, B.C., and Europe via Siberia (Empress of Asia), 10 a.m.
Thursday.
Taking of the Bastille, 1897.
French Consul "at home," 10 a.m.
Lawn Tennis League:—"C" Division: K.B.S.F.P.A. v. C.R.C.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
St. Peter's Ladies' Guild Meeting, 5.30 p.m.
Naval and Military Y.M.C.A.'s: "Cheer O," informal dance, 7 p.m.; "Better 'Ole," Sing-Song, 7 p.m.

Dinner Dances at Cafe Restaurant Parisien, and after Dinner Dance at Lee Gardens.
Queen's Theatre: "So This is Paris."
World Theatre: "East Lynne."
Star Theatre: "The Sensation Seekers."
Wilbur Players present "The High Cost of Living," Star Theatre, 8.15 p.m.

Principal Mails:—Outward: Europe via Siberia (Yuen-sung), 6 p.m.
Friday.
St. Swithin's Day.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.
Naval and Military Y.M.C.A.'s: "Cheer O," Concert, 7 p.m.
Dinner Dances at Cafe Restaurant Parisien.
St. Peter's Y.M.C. whist drive, Cathedral Hall, 8.30 p.m.
Queen's Theatre: "So This is Paris."

World Theatre: "East Lynne."
Star Theatre: "The Sensation Seekers."
Principal Mails:—Outward: Australia, New Zealand, etc. (Tai-ping), 10.30 a.m.

Saturday.
Golf: Bogey Pool, Fanning.
Lawn Tennis League:—"Division I: Kowloon B.G.C. v. Craignower C.C.; Kowloon Dock R.C. v. Kowloon C.C.; Tai-koo R.C. v. Civil Service C.C. Division II: Kowloon C.C. v. Tai-koo R.C.; Civil Service C.C. v. Club de Recreio; Craignower C.C. v. Royal H.K. Y.C.; East Point R.C. v. Kowloon B.G.C."

Lawn Tennis League:—"B" Division: Kowloon C.C. v. Club de Recreio; Royal Engineers v. I.R.C.; University v. Nippon Club. "C" Division: Kowloon C.C. v. K.B.S.F.P.A.; S.C.A.A. v. Craignower C.C.; C.R.C. v. T.R.C.
H.K. Baseball League: Japanese v. Club de Recreio, Happy Valley Diamond, 4 p.m.

St. Peter's Y.M.C. Launch picnic. Launch leaves Queen's Pier, 3.30 p.m.
European Y.M.C.A. Bathing.
Picnic, Island Bay.
Friendly Football: Chinese Athletic Association v. Service team, Sookpoo, 5.45 p.m.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. Concert for Servicemen only.
Theatre Royal, 8.30 p.m.
Dinner Dances at Cafe Restaurant Parisien, and King Edward Hotel.

3rd Grand Promenade Concert by Band, Pipes and Drummers, 1st Bn., The Camerons, Lee Gardens (if wet Lee Theatre), 8.30 p.m.
Queen's Theatre: "So This is Paris."
World Theatre: "East Lynne."
Star Theatre: "The Sensation Seekers."

Principal Mails:—Inward: Europe via Negapatam (Santia). Outward: Europe via Marseilles (Hakozaki Maru), 9.30 a.m.
Sunday.
5th Sunday after Trinity.
Golf: Bogey Pool, Fanning.
H.K. Baseball League: Dragons (S.C.A.A.) v. Tigers (S.C.A.A.), Happy Valley Diamond, 4 p.m.

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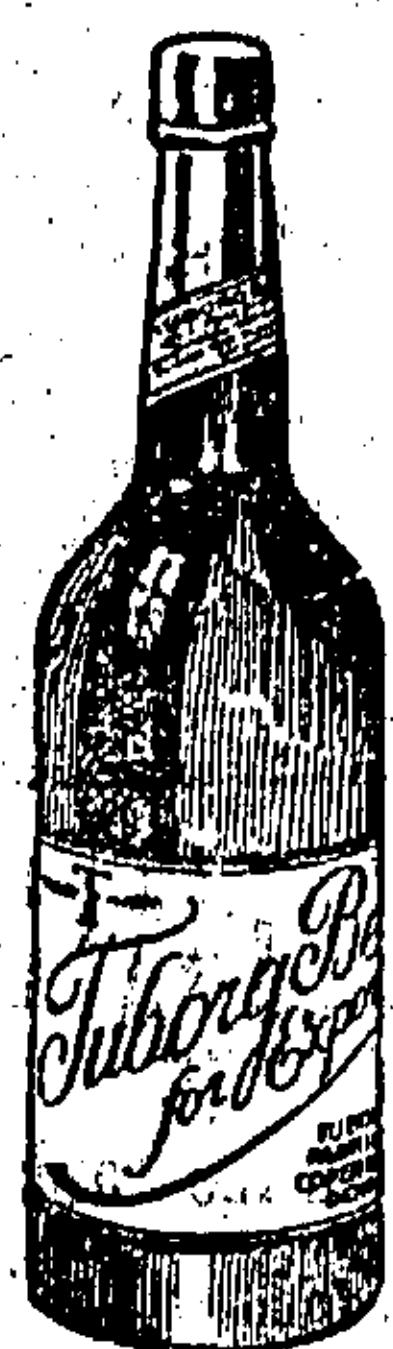
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DR. C. T. WANG AND SHANGHAI'S INCREASED RATE.

RESTATEMENT OF OLD ARGUMENTS.

CLAIM FOR CONTROL OF COUNCIL.

The following purporting to be a statement by Dr. C. T. Wang on the position of Chinese ratepayers vis-a-vis of the increase of 2 per cent. in the municipal rate, has been forwarded by the Provisional Executive Committee of the Chinese Ratepayers' Association for publication.

The Chinese Ratepayers' Association of the Shanghai International Settlement was organized in 1922 with a view of looking after and promoting the interests and welfare of the Chinese residents in the International Settlement. It was composed of those Chinese ratepayers who pay such amounts of taxes as would enable the foreign ratepayers to qualify to vote at the meeting of the foreign ratepayers. It has at present a membership of over 2,400 of such qualified members.

The Chief Grievance.

The chief grievance of the Chinese ratepayers is that while they have to bear a large portion of the burden of taxation, they are denied representation of enjoying such privileges which are due to them as using the public parks, the public swimming baths, the expensive Municipal Band and a host of other things. The Chinese claim that we pay no less than 70 per cent of the revenue of the International Settlement, but we have not had any voice in the affairs of the Municipal Council. The *North China Daily News*, well known as the spokesman of the Municipal Council, put forward a statement that the Chinese only paid Tls. 100,000 more than the foreign ratepayers last year. We challenge such a statement, as we know there are many Chinese beneficial owners of property in the Settlement which has been registered at the foreign consulates in the names of foreigners who as registered owners of such property contribute a large portion of the rates with funds actually supplied by the said Chinese beneficial owners and should be included in the rates paid by the Chinese community. At any rate let us just grant that the Chinese ratepayers only paid Tls. 100,000 more than the foreign ratepayers, then the Chinese should be entitled to at least 51 per cent in the management of the Settlement affairs. Why is this denied to them?

LAMENTABLE STATE OF TREATY PORTS.

BORODIN TAKING NO CHANCES.

HOUSE STRONGLY GUARDED: ARMoured WINDSHIELD.

SHANGHAI, July 8th.

A foreigner who arrived yesterday from Hankow, states that conditions at all the Yangtze ports can only be described as terrible.

At Ichang, merchant ships, the property of American, French and Italian steamship companies have been commandeered and are being used to transport troops to Wanshsien and district. This port has been systematically looted by the retreating troops of General Yang Sen, notorious perpetrator of the Wanshsien outrage.

At Hankow, Russian communists are leaving. Formerly they were paid in gold dollars, now they receive Central Bank notes. A badge in enamel was produced by this gentleman, which he asserts is a facsimile of those worn by Russian Communists in that port. On the face of it is the Kuomintang emblem—the white sun in a blue sky. Under the flag are nine Chinese characters which being translated are as follows: "Nationalist Government—members of the military committee." Underneath this on a blue ground is the Soviet emblem, the hammer, sickle and rifle, the rifle being placed over the other two. On the reverse side is the number of the person in whose favour the badge has been issued.

Anti-Feng Slogan.

Our informant asserts that Hankow is plastered with posters containing the following slogan: "Down with Feng Yu Hsiang and Chiang Kai Shek—two traitors to the Nationalist Government." He also says that Hsu Chien (Minister of Justice), Wang Ching Wei (Chairman of the Central Executive of the Kuomintang) and Sun Fo (Minister of Communications and son of Sun Yat Sen) are Borodin's closest friends. The above three Ministers accompanied Borodin to Chengchow in Honan to a conference with Feng Yu Hsiang (the Christian General) and denounced Chiang Kai Shek.

(Continued on next column.)

Past History Recounted.

The Shanghai Municipal Council is now vociferously broadcasting its generosity of offering three Chinese members on the Council to the Chinese ratepayers. We wish to know on what ground they assume the right to make an offer. It sounds like the guests of a family offering so many seats to the members of the family at the dining table. We further wish to know on what basis the Chinese have been given three seats on the Municipal Council. It smacks so much of arbitrariness.

When the Chinese Ratepayers' Association was first organized in 1922, all efforts made for Chinese representation on the Council were hastily brushed aside and reasons were advanced purporting to show why the Council had not the right to change the *status quo*. The Chinese, being patient, agreed to elect five advisors which the Chinese Ratepayers' Association accordingly did, and composed such prominent business men, like Mr. Sung Han Chang, Mr. K. P. Chen and others. Their advice was so little sought—so much so that the advisors resigned en bloc two years ago.

The "offer" of the Municipal Council of three members only came after the prolonged close down of all business firms and shops as a result of the May 30th, 1925, tragedy.

The Chinese Ratepayers' Association is now opposed to the increase of the extra 2 per cent. tax on the houses, because it strongly believes in the justness of the famous dictum of the American colonists in the days of the Revolution: "No taxation without representation." To show our reasonableness as well as moderation the Chinese ratepayers will continue to pay the old rate of 14 per cent. We must resist the payment of the additional 2 per cent. tax until our consent is obtained.

WICKED WASTE OF WHISKY!

POURED INTO SEA OFF ABERDEEN.

3,000 gallons of pure whisky and spirit, 75 over proof, have been effectively buried several miles off Aberdeen in the sea from which they were rescued. The spirit was contained in steel casks which trawlers recently picked up in coastal waters. It is believed that it was part of the cargo of a vessel which was torpedoed in war time off the north-west coast of Scotland and which had recently broken up, thereby releasing the casks from the hold. The Scottish customs officials, who have now heartlessly dumped the whisky into a watery grave, had arranged originally to pour the contents into the sea from the cliffs but abandoned the idea when it was shown that this would seriously affect salmon fishing.

The whisky was liable to a duty of 2s per gallon, and this and the salvage charges would make marketing an unprofitable proposition. An idea of its potency was afforded by the fact that a member of a trawler's crew who broached one of the salvaged casks and had a good drop nearly choked himself, besides burning his throat. His shipmates had to apply artificial respiration.

Borodin's motor-car is equipped with a steel plate varnished to appear as wood, which contraptions can be raised in front of the wind shield in case the occupants of the car find themselves in a tight corner. Borodin's house is closely guarded by troops armed to the teeth. All official positions in Hankow are held by rabid communists.

The American Senators were received and welcomed by high officials but really saw nothing of the deplorable state of affairs in Hankow. There is no Court of Justice and any who are thought to be non-communistic are summarily dealt with by the military authorities. Chinese on leaving a foreign bank are searched by pickets and if found with silver, are escorted to the Central Bank and their silver is exchanged for Central Bank notes. Any resistance is suitably dealt with. There is no trade, and what there are left of the Chinese merchants go in fear and trembling of their lives.—N.O. Daily News.

SHANGHAI COMMUNIST EXECUTED.

SHORT SNIFF GIVEN TO A FRIEND OF BORODIN'S.

GIVES AWAY COMMUNIST SECRETS.

A number of well-known Chinese Communists, including Chen Yien Nien, son of Chen Tu Hsiu, Chairman of the Chinese Communist Party, were arrested during a raid by officers attached to the Shanghai and Woosung Special Police under the personal direction of the commander, General Yang Hu, of a house in Heng Foong Li, an alleyway in Chapei, on Monday last week.

According to an official statement issued by the Special Police Headquarters, "Since the Communists took advantage of the situation in Shanghai, the people have been mercilessly disturbed by their activities, but, being afraid of the influence of these desperadoes, they have not dared to say a word in protest. After taking up his appointment, the duties of which include the purging of the Kuomintang of the Communists, General Yang, with the assistance of Mr. Chen Chun, Chairman of the Political Council, have personally directed a number of raids on places known to be Communist rendezvous. The latest took place yesterday under the personal direction of the Commander, and a number of well-known Communist leaders were arrested. Chen Yien Nien, son of Chen Tu Hsiu, Chairman of the Communist Party, was among those arrested.

"Information received at these headquarters shows that young Chen has been issuing orders to agitators and desperadoes and that he has been making arrangements to start trouble locally. He is a hundred times worse than his father. He holds far more influence over the Communists than does his father and is, therefore, looked upon by Comrade Borodin and the members of the C.P. with much more confidence.

"During his studies in France, young Chen became a confirmed Bolshevik.

Activities in Canton.

"When he was in Canton, this young fellow personally pulled a ricksha about the streets, as a ricksha coolie, in order to come into close touch with the labouring classes. His plan to cause a general railway strike throughout the country was discovered in nick of time by the authorities and a reward of \$30,000 was offered for his arrest. This resulted in his escape to Shanghai under the assumed name of Chen Yue Sun.

Following his arrest, this young Communist was given a personal trial by the Commander, General Yang Hu, and he cried and shed tears after which he wrote a long statement confessing to his numerous crimes. He disclosed all the secrets of the Communist Party so far as he was aware and then appealed for leniency. However, in view of his numerous crimes and the sufferings he had brought upon the people, there could be no pardon, and so the order was issued for his immediate execution, this being carried out at once.

Quant Congratulations.

A telegram was received by General Yang from the Chairman of the Central Political Council of the Nanking Nationalist Government, Mr. Wu Tz Hui, congratulating him upon his fine work in arresting young Chen. Mr. Wu said: "I must congratulate you upon your fine work. This young man is awful looking and hair has grown about his forehead. Li Li San and other notorious Communists and agitators were educated by him and now his death will without a doubt frighten other members of the Communist Party and prevent them from committing further misdeeds."

CARMEN'S REFUSAL.

A MANILA LOVE DRAMA.

Like the transgressor, the way of the lover is hard. It all came about because Carmen Calderon would not say "yes." According to police investigation, Eugenio Hernandez went to his "sweetie's" home to pay his courtship call. His love waxed more violent than usual and when Carmen declined to name the day, Eugenio drew a dagger and made threats. The details of Eugenio's plans alarmed the girl and in answer to her screams, Cornelio Calderon, her father, appeared and Eugenio was "given the air."

(Continued at foot of next column.)

BLUE FUNNEL LINE

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To Shanghai, Tsingtau, Wei-Hai-Wei, Taku (for Tientsin & Peking), Dairen and return to Hong Kong.

	"ANTENOR"	"HECTOR"	"AENEAS"
	11,174 tons.	11,198 tons.	10,058 tons.
Leave Hong Kong	July 22nd	Aug. 26th	Sept. 28th
Arrive Shanghai	" 25th	" 29th	Oct. 1st
Leave Shanghai	" 27th	" 31st	" 6th
Arrive Tsingtau	" 29th	Sept. 2nd	" "
Leave Tsingtau	" 30th	" 3rd	" "
Arrive Wei-Hai-Wei	" 31st	" "	" "
Leave Wei-Hai-Wei	" "	" "	" "
Arrive Chefoo	" "	" "	" "
Leave Chefoo	" "	" "	" "
Arrive Taku Bar (for Tientsin & Peking)	Aug. 1st	" 4th	" 8th
Leave Taku Bar	" 4th	" 8th	" 9th
Arrive Chingwangtao	" "	" "	" "
Leave Chingwangtao	" "	" "	" "
Arrive Dairen	" 5th	" 9th	" 10th
Leave Dairen	" 9th	" 18th	" 15th
Arrive Taku Bar	" "	" 18th	" 16th
Leave Taku Bar	" "	" 18th	" 18th
Arrive Wei-Hai-Wei	" "	" 20th	" 19th
Leave Wei-Hai-Wei	" "	" 21st	" 20th
Arrive Tsingtau	" 10th	" 22nd	" 21st
Leave Tsingtau	" 11th	" 23rd	" 22nd
Arrive Shanghai	" 12th	" 25th	" 23rd
Leave Shanghai	" 14th	" 25th	" 23rd
Arrive Hong Kong	" 20th	Oct. 1st	" 28th
	" 23rd	" 4th	" 31st

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Telephone Central 36.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	July 12th, 1927.
B.K. Bank	\$1,070 nom.
Do., London	\$215 nom.
Chartered Bank	\$220 nom.
Mercantile Bank & C.	\$230 nom.
Do., C.	\$218 nom.
P. & O. Bank	\$24 buy.
East Asiatic Bank	\$25 nom.
China Insurance	\$20 sel.
China Underwriters	\$20 sel.
North China Ins.	\$143 buy.
Union Insurance	\$275 buy.
Yangtze Insurance	\$40 nom.
China Fire Insurance	\$210 buy.
Hong Kong Fire Ins.	\$680 sel.
Douglases	\$314 buy.
Steamboats	\$222 sel.
Hong Kong Tugs	\$110 nom.
Indo-China (Ref.)	\$30 nom.
Do. (Ref.)	\$40 buy.
Shell Transport	\$22 nom.
Star Ferries	\$22 sel.
Waterboats	\$18.40 buy.
China Sugars	\$18 sel.
Malayan Sugars	\$32 nom.
Benguet	\$170 buy.
Kailan Mining Ad.	\$40 buy.
Langkate (combined)	\$15.19 nom.
Do. (single)	\$15.9 nom.
Siam Explorations	\$15.34 nom.
Shanghai Loans	\$15.34 nom.
Rails	\$15.34 nom.
Tromok Mines	\$19.3 nom.
Ural Caspian	\$5 nom.
H.K. & K. Wharf	\$108 buy.
H.K. & W. Docks	\$38 nom.
Hongkew	\$147 buy.
New Engineering	\$15.54 nom.
Shanghai Docks	\$15.97 nom.
H.K. & S. Hotels	\$60.90 sel.
H.K. Lands	\$45 sel.
Hong Kong Realty	\$45 nom.
H.K. Territorials	\$45 nom.
Humphreys Estates	\$113 nom.
Prince's Buildings	\$39 nom.
Rural Lands	\$44 nom.
Ewo Cottons	\$15.735 nom.
Oriental	\$15.12 nom.
Shanghai Cottons (old)	\$15.61 sel.
Do. (new)	\$15.254 nom.
China Buses	\$15.7 buy.
H.K. Tramways	\$25.55 buy.
Peak Trans (old)	\$25 sel.
Do. (new)	\$25 sel.
Singapore Tractions	\$10.9 buy.
Taxis	\$11 nom.
Amusements	\$10 buy.
Canton Loan	\$5 nom.
Cements (combined)	\$7 sel.
Do. (old)	\$6.60 nom.
Do. (new)	\$11 sel.
China Lights (comb.)	\$11 sel.
Do. (old)	\$10.9 nom.
Do. (new)	\$7 nom.
China Providents	\$44 buy.
Constructions	\$2.30 sel.
Dairy Farms	\$15 nqu.
Der A. Wings	\$48 nom.
H.K. Electric	\$52 sel.
Macao Electric	\$37 buy.
H.K. Ropes (old)	\$10 nom.
Do. (new)	\$5 nom.
Lane Crawford	\$7 sel.
MacIntosh	\$194 nom.
Sincere	\$24 nom.
United Asbestos	\$20 nom.
Watsons (old)	\$111 nom.
Wm. Powells	\$8 nom.
Telephones	\$3.70 nom.
Buy—buyers' sel.—sales	\$50—\$50.50

The total damage was estimated at P.25.00. Later Eugenio Hernandez was admitted to the Philippine General Hospital. He was suffering from a confused wound on his head.

The case will be presented to the fiscal.—Manila Times.

EXCHANGE.

CLOSING QUOTATIONS.

	July 12th, 1927.
On London	1/11 1/2
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	2/0 1/2
Documentary Bills, at 4 months' sight	2/0 1/2
On Paris	1/235
Bank Bills, on demand	1/235
Credit, 4 months' sight	1/310
On New York	49 1/2
Bank Bills, on demand	49 1/2
Credit, at 90 days' sight	50
On Bombay	133 1/2
Telegraphic Transfer	133 1/2
Bank Bills, on demand	133 1/2
On Calcutta	133 1/2
Telegraphic Transfer	133 1/2
Bank Bills, on demand	133 1/2
On Shanghai	133 1/2
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama—On demand	101 1/2
On Manila—On demand	87 1/2
On Singapore—On demand	86 1/2
On Batavia—On demand	120 1/2
On Haiphong—On demand	nom.
On Saigon—On demand	nom.
On Hankow—On demand	93 1/2
Overseas Bank's Buying rate	\$9.70
Gold Loan, 100 fine, per tael	nom.
Bar Silver, per oz.	25 15/16

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Your throat!

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a long chair,—
a sigh of content,—
and the Boy bringing out the
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THE NAVY'S CHOICE

Coafes
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OBTAINABLE EVERYWHERE.

AMOK IN SINGAPORE.

ARMED MADMAN'S CHASE
AFTER VICTIMS.

EIGHT PERSONS STABBED:
ONE FATALITY.

SINGAPORE, July 3rd.
Panic reigned for quite half an hour in High Street and North Bridge Road on Saturday afternoon. Shop-keepers on both sides of this busy shopping centre hurriedly put up their shutters, shoppers who had not sought refuge inside were making haste from the vicinity and pedestrians fled in all directions, while a madman armed with a blood-stained knife, with which he had already stabbed several people, stood calmly near the Japanese Commercial Museum.

He was an amok, a Boyanese, to judge by his appearance. In some way or another he had possessed himself of a long knife, and with this he had for the last quarter of an hour been making blood-thirsty attacks on all and sundry who appeared within his line of vision. Now, apparently temporarily sated with his bloody work, he was contenting himself with slashing at the necks of unwitting persons who happened to pass near him. For it is a curious fact that in spite of the panic, there was such a number of people running about that no one seemed to know where the amok was.

The Victims.

A Chinese clerk waiting for his trolley bus at the five-foot way of the book store at the junction of High Street and North Bridge Road, all unaware that the amok stood a few feet away, happened to attract his attention. The madman swung round and another victim was added to his list.

A Municipal coolie returning to a High Street shop with an empty lemonade bottle took a short cut through the five-foot way alongside the provision store at the corner of High Street and North Bridge Road.

The amok was standing at the corner, quite close to the store, and was apparently aware that some one was approaching from behind, for he turned round and sprang at just the right moment to enable his weapon to get home in ghastly fashion.

In all eight persons were stabbed, the Chinese clerk referred to above, an Indian clerk employed in the Treasury, the Municipal coolie, a Chinese newspaper seller, a Chinese dabbie, and another three Chinese.

Tailor Killed.

The man began his demoniacal work in Hook Lam Street. This thoroughfare is lined with food-stalls, all fully occupied at that hour, and he might have done terrible execution here, but for the fact that he began at the North Bridge Road end of the street and, on some of the people rushing out that way, went after them.

His first victim, an unsuspecting tailor, at the place for a feed, went down in a heap and died later.

Crossing North Bridge Road, the amok rushed up Mansur Street, which leads off North Bridge Road opposite the termination of Hook Lam Street. A domiciled Bombay clerk named Yacob Ariff Yateh, employed in the Treasury, was unable to get out of the path of the madman quick enough, and was slashed in the neck.

From Mansur Street, the amok ran down North Bridge Road towards High Street, cutting a young Chinese newspaper seller as he ran. He was soon in High Street, and Chan Fong Lim, walking along the five-foot way, was his next victim.

Young Lady's Escape.

The amok now took up a stand near the Japanese Commercial Museum, mauling inarticulately and waving his knife about in a most blood-curdling manner. With the cunning of the insane, he apparently realised that he was too exposed to view where he stood, and, unobserved in the general panic, he betook himself to a corner of the pavement near the provision store at the junction of High Street and North Bridge Road. It was here that he got the Municipal coolie.

Miss M. E. Anthonisz, a young lady, employed at the Telephone Exchange, was shopping in the vicinity of the madman's operations. Seeing people rushing about she unhesitatingly stepped on the pavement to see what it was all about. The madman spotted her and made a dash in her direction, and the young lady was fortunate in getting off with a bad scare.

(Continued on next Column.)

INFLUENZA IN MANILA.

HEALTH AUTHORITIES FEAR
EPIDEMIC.

MORE CASES REPORTED.

Dr. L. Lopez Rizal, chief of the division on infectious diseases of the Philippine Health Service, in his weekly report to the director of the Bureau of Health, warns of a possible outbreak of a serious influenza epidemic in Manila. Dr. Rizal, informs the director that during the week ending July 3rd, there have been reported more than 12 cases of influenza, two of whom died. This is the first time during this year that so many influenza patients have been reported, he says in the report.

It should be further considered, Dr. Rizal continues, that several hidden cases of influenza were not reported to headquarters. He is sure that several families are hiding cases of influenza from the Bureau of Health.

In the same report, the chief of the infectious diseases division says that a case of cholera was discovered in Baruga, Leyte, last week. The patient died, but no other infectious diseases were registered. Measles claimed two victims in Manila last week also. Tuberculosis, however, obtained, as usual, the highest percentage in the death rate.—*Manila Times.*

CHARTING OF HAWAII GROUP.

MANY UNKNOWN ISLANDS.

WASHINGTON, June 16th.
Arrangements for complete survey of the Hawaiian Islands will be made by Captain W. E. Parker, of the Coast and Geodetic Survey, now en route to the Islands says a *United Press* message in the *Manila Times*.

Among his tasks will be the charting of many small islands, whose existence is almost unknown. A statement of the Survey said that there had never been an exact count of the islands in the Hawaiian group, due to the absence of a thorough survey in the group lying westward to the main Hawaiian Islands.

As previously reported by the *United Press*, Captain Parker has in mind the possibility of shortening the marine route from Hawaii to the Orient through a complete and accurate charting of the long chain of islands west of Hawaiian group. The absence of such a chart at present necessitates considerable detour from the most direct route.

Meanwhile the police had been telephoned, and Mr. Austin, A.S.P. and Inspector Kemp were on the scene, and joined in the efforts, already begun by several Europeans and a number of Bengalis, to disarm and capture the armed maniac.

How the Maniac was Secured.

One European conceived the idea of knocking him down with a lorry, without actually running over him. He manoeuvred the lorry in several unsuccessful attempts, and it is reported did actually succeed once in knocking the man down by swinging rapidly round, but the maniac was up in a twinkling. A well directed blow from a spanner produced no noticeable effect, except perhaps that it increased the man's fury. Mr. Rhye Jones, of the Negri Sembilan branch of the Singer Sewing Machine Co., who had been among the earliest to engineer an attack on the amok, hit him with a pole.

The madman showed remarkable agility in avoiding the lorry, running from side to side of High Street. A European swung a chankol at him, and he promptly seized this, as an addition to his weapons. It soon fell from his hands, however, as one of the Bengalis broke the handle with a blow from a long pole aimed at the maniac's head. Mr. Philippe Letondou, at this juncture attacked the man with a car lever, just as the lorry, swinging round to renew its attack, knocked the maniac over.

He was stunned, but only temporarily, as it proved, for on being disarmed and lifted into the lorry, he recovered consciousness, and it required the combined efforts of three men to hold him down until he was safely bound hand and foot. Of his victims, so far only one, the man first attacked, has died. The amok is in hospital under guard, a babbling maniac, from whom it is not possible to obtain a coherent statement. Not even his name is known.

THE BOLSHEVIST BLIGHT.

DIRTY DILAPIDATED
VLADIVOSTOCK.

BRITISH DOCTOR'S
EXPERIENCES.

Some experiences of Bolshevism in Vladivostok were given in an interview in Edinburgh by a British doctor, a graduate of Edinburgh University, who recently returned from the Far East. Bolshevism, he observed, was only to be interpreted in one phase, and that was a deliberate attempt to put not a religious Judaism, but a commercial Judaism. The first thing that struck a visitor to Soviet Russia was the absence of liberty. There was absolutely no liberty in the country. The second outstanding thing was the wide-spread poverty, which could be attributed to the fact that people did not care. It came to this that it was not worth while to do anything. Individualism in the true sense had vanished. It was difficult to get any person to speak, particularly to a foreigner. Everybody was frightened of everybody else. They had a saying that even the walls had ears in Russia. It was so bad in Manchuria and Siberia that this medical man knew of a case where a child of seven years of age was summoned to give evidence against a grown-up man, and on that evidence he was committed. The O.G.P.U. permeated all society. They never knew who was an O.G.P.U. man, and who was not. In hamlet and city everything that was worth having had been confiscated for the State. No man was able to reclaim anything.

Bond for Siberia.

Grass was growing on the streets of Vladivostok. It was like entering a town in a war zone. No body seemed to have an interest in the property, which was falling to pieces. Where windows had been broken they were stuffed up with bits of sacking. The goods sold in the shops were tenth rate. By a lucky chance this doctor said he was able to see a train coming from Moscow with political prisoners bound for the Siberian mines. The youngest he saw was about 12 years of age, and the oldest, men with white hair. Every race colour was represented. The train was packed. It was remarked to him that this traffic with political prisoners was worse than it was in the time of the Tsars. Never in his life did he see a more despicable looking lot than the Bolshevik soldiers in charge of the train. They seemed to be the scum of the earth. The Bolshevik soldier was not a very clean looking person at the best of times. His bayonet was usually dirty, and his clothes hung on him any way. In Vladivostok people wondered how many of these unfortunate prisoners died on the way from Moscow, and where the horses who had come through were all settled. The public were kept out of the station when these trains passed through.

Dilapidated Hospitals.

Medical men in Russia, it was pointed out, were not allowed to move about. They were practically prisoners, and their income was equivalent to about 28 pence a month. Everything was expensive. One man of this doctor's acquaintance had had the suit he was wearing for ten years, and it was his only suit. They would see men in the medical profession not able to afford a pair of new shoes. In the waiting-rooms of the hospitals what furniture had not been appropriated was broken down. Abortion had been legalised, and surgeons were compelled to carry through operations. When this British doctor visited a hospital he found the surgeons had to work without rubber gloves. They had to wash their hands and iodise their fingers. Parts of the hospital were falling to bits, and the observation was made that a more heroic band than the doctors could not be found. Demented people who had seen too much were to be met. Intelligent Russians would tell that one of the things that turned people mad was when they thought of their children. The most tragic thing was the position of the women in Russia.

Short Way With Strikers.

Soap-box orators and others in this country, the doctor said, seemed to regard Soviet Russia as a sort of Utopia. No person who knew the actual facts could be under such a delusion. He had never met a decent seafaring man, from a stoker to a captain, with any knowledge of Russian ports, who had a good word for Bolshevism. Everything that was degrading in life was taking place. No man could trust his neighbour. There was no security, no safety; nobody was able to appeal to when anything went wrong. Even the labouring classes were beginning to kick against the conditions. An example of a strike threat in Vladivostok was quoted. The men at the docks gave notice that unless they got better conditions they would go on strike. An O.G.P.U. official came down when they stopped work, read them a Bolshevik decree in which it said that if they were not back within an hour every tenth man would be shot. Within fifteen minutes the men had all returned.

(Continued on next Column.)

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TO-DAY at 2.30, 5.10, 7.15, 9.20

Lord Lytton's famous drama,
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IN THE NAME OF LOVE

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ORCHESTRAL ENTERTAINERS.

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in

THE HIGH COST OF LOVING

PICTURES 2.30 to 8.30

THE MAKING OF O'MALLEY

BUSINESS GIRL IN THE PILORY.

SIR ABE BAILEY BLAMES
HER FOR MALE DECADENCE.

"I have come to the conclusion that through girls and young women occupying places in business our young men are not equipped as they were for the battle of life, though they still have to provide the home."

Sir Abe Bailey, speaking at the Third Biennial Conference of the British Empire Service League at Empire House, London, thus answered a question he put himself concerning the reason why British people are not holding their own in South Africa.

"When," he said, "I worked in the City of London—I started there at 14 years of age—there were no girls and young women going to the offices. They were all young men."

wrong. Even the labouring classes were beginning to kick against the conditions. An example of a strike threat in Vladivostok was quoted. The men at the docks gave notice that unless they got better conditions they would go on strike. An O.G.P.U. official came down when they stopped work, read them a Bolshevik decree in which it said that if they were not back within an hour every tenth man would be shot. Within fifteen minutes the men had all returned.

The recent murder of twenty prisoners at Moscow, it was remarked, was advertised to the world, but nothing was ever heard of even more atrocious crimes. In this country, the Doctor observed, people often wondered why the Russian people did not kick against this tyranny. The explanation was quite obvious. If any person outside the O.G.P.U. was found even with a cartridge in his pocket he was as good as condemned. That was Bolshevism trump card. It was fatal to possess even a broken down gun.

SOVIET METHODS.

MURDER AND LIES.

FATE OF A GALLANT FINNISH
OFFICER.

The *Daily Telegraph* gives the following account of the recent political murder by the Soviet Government. Our contemporary states:—The Soviet Government replied with characteristic insolence and evasiveness to the pertinent questions put to it by the Finnish Minister in Moscow regarding the fate of Colonel (not General) Elvengren.

The Soviet Government admits the execution of the colonel, and seeks to justify it by alleging counter-revolutionary activities on his part. It imparts, however, no detailed information as to these alleged activities. The Soviet Government then has the effrontery to express surprise at the suggestion that Colonel Elvengren is a Finnish subject, and professes to have always understood that the murder, of man regarded himself and was regarded by his fellow-citizens as a Russian subject.

Bolshevik had faith in this respect is sufficiently exposed by the military record of Colonel Elvengren. He fought, as a cavalry captain, in the Finnish War of Liberation, being promoted to the rank of lieutenant-colonel in the army of the new Finnish Republic. He fought the Bolsheviks a second time when holding this higher rank, a fact of which the Soviet authorities were well aware and had good reason to remember.

To the final inquiry, concerning the nature of the judicial proceedings which led to Colonel Elvengren's execution, the Soviet Government has so far returned no answer. Neither could it, since he was shot without any trial. Such brutality and cynicism could hardly be exceeded. Although the Communists and possibly a few Socialist elements, in Finland might wish to gloss over Moscow's latest outrage, public opinion at Helsinki and throughout the country has been deeply stirred by it.

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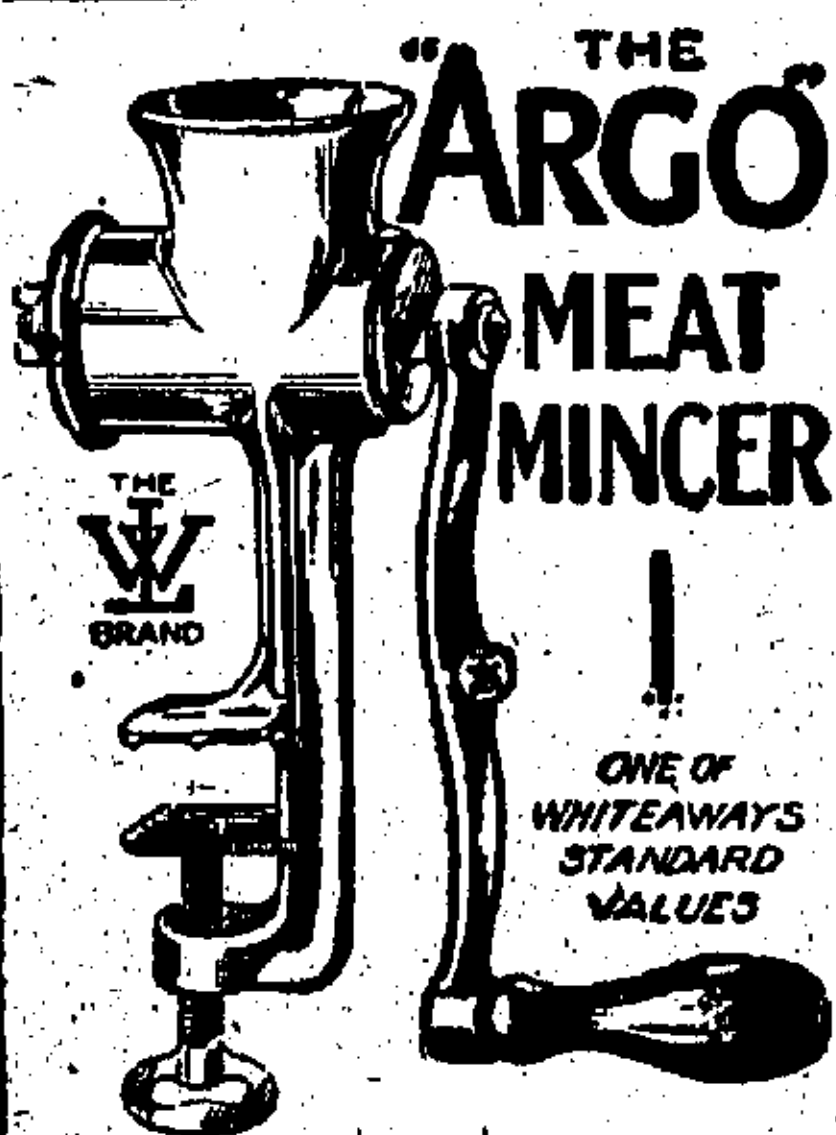
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The "Bohno" Combination Demonstrator, containing 2 pint tin Bohno and one spray gun.

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HONG KONG.

SHANGHAI PROVISIONAL COURT AND BRITISH NEWSPAPER.

SPIRITED REPLY TO ATTACK BY JUDGE ZIAR.

POLITICAL INFLUENCE ON THE COURTS PROCEDURE.

GRAVE IRREGULARITIES POINTED OUT.

In the "North-China Daily News" of last Friday a spirited reply is made to the action and the statements of Judge Ziar of the Provisional Court with regard to a recent case that came before that judge: Our Shanghai contemporary remarks "inter alia":

On Friday, July 1st, in the Provisional Court, Judge Ziar Yung Sung found occasion, when refusing a hearing in a case in which the North-China Daily News was not directly involved, to denounce our editorial attitude towards the working of the Court during recent months and to announce that in his sight the North-China Daily News was a criminal organ and that all of the staff were, in the sight of the Court, criminal accomplices. The action which elicited this unusual comment from the bench was filed on April 4th, by our estate agents through Mr. A. M. Preston, their legal adviser, to recover arrears of rent due in respect of rooms occupied in the North-China Daily News building. It was because Judge Ziar arbitrarily considered the North-China Daily News in contempt of the Provisional Court that, instead of giving the case a hearing, he interrupted Mr. Preston at the outset and read his diatribe against us.

A Unique Procedure.

This procedure is probably unique in the history of modern judicial practice. It is not only in contravention of the spirit of justice which is supposed to animate all courts of law, not only irregular according to all accepted precedents in civilized countries, but is in direct violation of the Chinese Provisional Criminal Code upon which the Provisional Court bases its judgments daily. By seizing upon a civil suit, in which we were very incidentally involved, as an opportunity for refusing the plaintiffs a hearing and delivering himself instead of his opinion of us, Judge Ziar has not only put himself literally "out of court"—his own Court—but in the course of his remarks has supplied us with ample justification for any and all of the charges against the Provisional Court which he quotes from our editorial columns. He also made a display of his conception of court procedure which will be noted throughout the world and will be cited wherever and whenever the question of extrajudiciality is brought up for discussion.

A Technical Irregularity.

It might be well to point out the technical irregularity of the Judge's determined refusal to hear Mr. Preston's statement of the case. In the Provisional Criminal Code, Article 146, provision is made for the punishment of Judges who dismiss a case without hearing the evidence, to the following effect: "Whoever, being a Judge, on a civil action being brought, dismisses the case or refuses to try it when it should not be dismissed, shall be punished with imprisonment not severer than the 4th degree, or detention, or a fine of not more than 300 yuan." It may be added that 4th degree imprisonment is elsewhere defined as imprisonment for more than one year and less than three years. If Judge Ziar dismisses a suit when it should not have been dismissed, he is guilty of a violation of the Provisional Criminal Code and is subject to punishment as defined above. His arbitrary dictum to the effect that we are "criminal," and therefore have no rights in his Court, has no foundation in law and is in no wise supported by his quotations from our editorial columns. Prior to Mr. Preston's appearance in the Court on Friday, neither Judge Ziar nor any other person on the Provisional Court bench had ever intimated that we were in contempt of that Court and had such a judgment been passed upon us, we should not have been technically guilty until pronounced guilty in a British Court under Article 39 (1913) of the Orders in Council.

Still Other Features.

There are other features of this irregular procedure which are worth noting but these, however, are phases of the whole question of Judge Ziar's issue with us which are of more interest to jurists and diplomatic people than to the foreigner in Shanghai to whom, as we have been made amply aware, Judge Ziar's conduct on Friday last, appears as an effort to muzzle the North-China Daily News. Just at a time when a determined attack upon the integrity of the foreign administration of the Settlement is being made, our contention that the Court is, in many respects, an obstacle to the preservation of peace and order, as well as to the adequate protection of our Chinese population, has not only been generally endorsed by foreign residents of all nationalities, but was bound to be given the serious consideration of the various authorities responsible for the well-being of the Settlement.

Determined encroachment by the Chinese in power here at the moment upon the rights of the foreigner in this International Settlement is bound to bring on a state of emergency in which any institution within the Settlement which either abets that encroachment or serves to hamper us in our resistance to interference in our affairs by unrecognized political and military groups, must be swept away and replaced by something stable in which both Chinese and foreigners have implicit confidence. The North-China Daily News is not alone in anticipating this state of emergency nor in indicating that the Provisional Court, on its record of the past six months, may readily be an obstacle to an efficient defence of ourselves and our Chinese residents; nor is the foreigner alone in observing that the difficulties which the Court has put in the way of conviction by the police of several classes of offenders, have served and would, in a crisis, still further serve, to undermine the security and peace of mind of all persons under our municipal administration, for this is remarked a hundred times more frequently by Chinese than by foreigners.

Our files are evidence enough that six months before the Court as at present constituted came into being, we gave it the benefit of the doubt, endorsed the retrocession of the Mixed Court and expressed the hope that, operating within the Settlement, the Court would be untrammelled and would therefore prove itself a model institution, a pattern after which modern courts throughout the country could be shaped. This attitude we maintained at least, for three months afterwards, both as we were to base our appraisal of the Court upon the earlier cases when it might be said to have been in an amorphous state. Mr. Ramondino, in several distinct instances, protested against procedure in the Court long before we were ready to commit ourselves. The police and the lawyers representing them were fully aware of the difficulties that the Court was putting in their path many weeks before we saw fit to comment, and they debated the Court's finding in several instances with no little warmth without eliciting from us any adverse comment upon the Court.

No Malice Nor Scandal.

When we did finally have something to say editorially, on the sound basis of an accumulation of cases, we were neither "malicious," as Judge Ziar says nor did we create a "scandal." We simply drew attention to what was already, in the sight of the community,

(Continued on next Column.)

HONG KONG POLICE RESERVE.

(ORDERS BY THE HON. MR. E. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.)

CHINESE COMPANY.

Strength.

The following have enrolled in the Chinese Company and are posted respectively as under:—

No. 1 Section.
Constable R.31 Koi Shun Mark.
R.37 Chun Kwon Chee.
No. 2 Section.
R.34 Wong Woon Man.
R.41 Chow Wai Chuen.

Parades.

All ranks of the Chinese Company will parade at the Central Police Station at 5.30 p.m. sharp on the following dates for squad drill and rifle exercises under Sergt. R. J. Hunt:—

Thursday, July 14th:—Dress: Muff. Every member of "A" Squad will bring his belt.

Tuesday, July 18th:—Dress: White uniform with helmet. Constables will wear black boots. Subordinate officers may wear white boots. Belt, truncheon, and armband need not be carried. The equipment officer will attend this parade and will arrange for the tailor to be present. Those who are not in possession of uniform will appear in multi. No member may be absent from this parade without leave from his O.C.

G. B. HARTFORD, D.S.P. (R.).
Adjutant.

Hong Kong, July 12th, 1927.

certain scandals of the Court's own making. Unlike most of the Chinese press comment upon British institutions here, including the British Court, we created nothing, invented nothing. We took established facts. There is no human institution that ought to be above such publicity and comment. A Court's dignity may be essential to the execution of justice, but when a Court deliberately forfeits dignity and respect in its procedure or judgments, an honest press owes it to the community to point out that that Court may, under certain circumstances, be a menace. This is particularly true at a time like the present when we all feel nervously aware that a crisis may be impending. We find among our friends that Judge Ziar's veiled threat against our employees has made the most profound impression, convincing those who might otherwise be in doubt that the Provisional Court has forfeited much of its claim to tolerance or sympathy. A spirit is shown in the sentence in which the Judge says that if he cannot get at the "criminal" he can get at the "criminal's" accomplices, which has made the most unfavourable impression upon every foreigner who employs Chinese assistants in any capacity and has done more than any comment that we could make to prove the Court the "misfit" in this community that we have pronounced it.

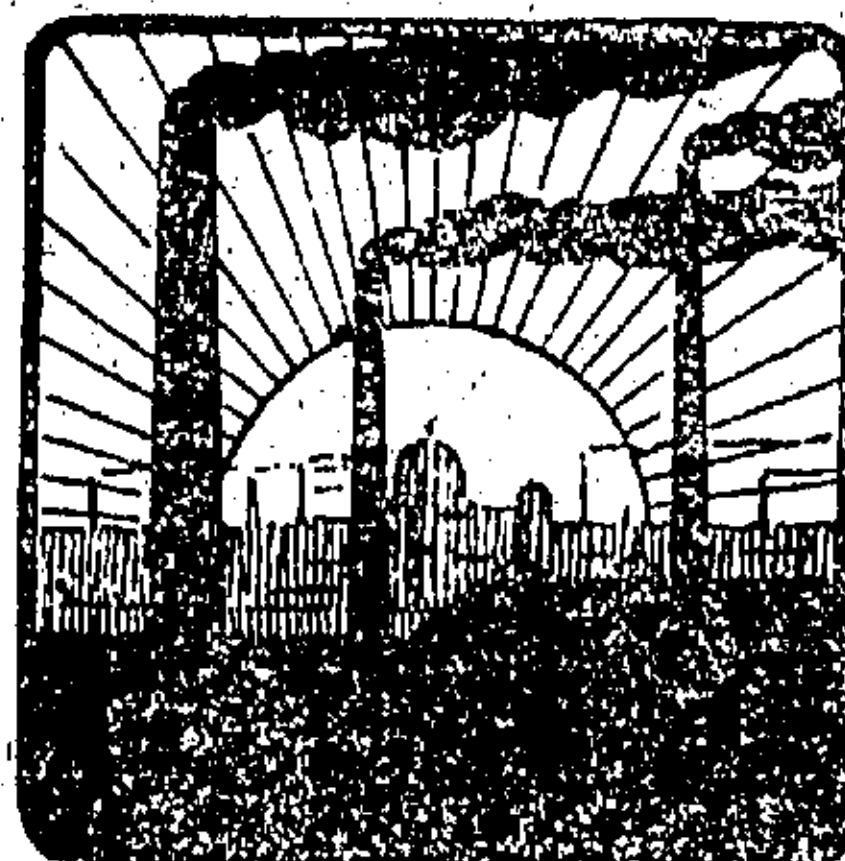
We said then and we still have no reason to withdraw our statement, that we had never heard it suggested that the Court was open to corruption or to any other influence than political influence. With Dr. Ramondino we have, however, found reasons to believe, in many cases that judgment has been given under political influence. We believe political affiliations with offenders or the fear of the consequences of a judgment that would offend the lords of adjacent Chinese territory, or the prospect of intimidation, have influenced judgments. We do not believe that this will exist if China ever returns to peace and sanity and such a Court as this is then given a chance to function.

What We Have a Right to Expect.

For the President of the Court and for many of its associates we know that many of those who are most immediately concerned, Senior Consular Deputies and lawyers, have genuine respect. They are convinced that, on the whole, the Court is doing its best and that, where political influence carries no weight, the Court does very well indeed. What this community has a right to expect, however, is the Court's full support of the police in the maintenance of law and order, the Court's full support of the validity of Mixed Court's whole-hearted co-operation in the enforcement of Municipal Land Regulations and Bye-Laws. When there is cumulative evidence to show that the Court is failing to discharge these obligations to the community, but is rather co-operating with destructive forces the community has the right to announce that the Court is an expensive failure, and to demand that the Court's career be cut short. This in effect, is already the sentiment of the most responsible elements in the community.

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AND
BUNKERS

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Grand Model.

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"IN THE NAME OF LOVE."

A BALLET OF THE SCREEN.

DELIGHTFUL FILM AT THE QUEEN'S.

[BY OUR FILM CRITIC.]

There is a charming film at the Queen's to-day, called "In the Name of Love." The story is an adaptation of Bulwer-Lytton's story "The Lady of Lyons" but the producer has cleverly used Lytton's theme instead of his story, a very different matter, and he has made of it an excellent film.

The story is slight and the action rather slow in parts, but the production has been undertaken in an artistic spirit, with the result that it is an harmonious and beautiful picture. We recommend this film to those who deny the claim of cinematography to be art. Take the opening scene for example. A sleepy cabman on his box is ambling along a country road, you see the overhanging branch of a tree knock off his hat, then the horse, a second Rosinante with a quaint straw hat on her head, looks round. Your glance shifts to the carriage where a young man eager and handsome is stooping to retrieve the hat. It has fallen on a piece of his luggage, and when he lifts it a label is revealed, showing that he is a Frenchman returning from Chicago to his native village. No caption has been used and none is needed, yet the atmosphere of the whole story has been clearly developed. All through the film this holds good. The story is told with the fewest possible captions and there is practically no irrelevant action. That alone makes it an outstanding and interesting production.

Ricardo Cortez plays the hero, and makes him a human and attractive personality. Cortez is often seen in films where action and emotionalism are demanded, and it shows no little skill that he has been able to tune his performance to the allegro key of the whole production. The same might be said of Greta Nissen, the very lovely heroine, and indeed of the whole cast. The effect of "In the Name of Love" is almost that of a ballet, tragedy, romance and comedy are presented in the whimsical Barrie manner.

WORKING CLASS SHOPPING

RISE IN ENGLISH STANDARD OF LIVING.

The evidence given before the committee of inquiry into the working of the Early Closing Act gives interesting proof of the rise in the standard of living among the smaller wage-earning classes. Fishmongers and butchers declare that their customers no longer require them to be open until all hours, even on Saturdays, as even the poorest housewives shop more systematically, coming in the mornings to buy what they want instead of waiting until late at night to get what is cheapest. This evidence of widespread good sense and stability should be soothing to those alarmists who fear that the masses have lost all traces of prudence or responsibility.

HAWAIIAN REVELRY.

DINNER AT YING WA COLLEGE.

FAREWELL TO POPULAR CHINESE.

The Rev. Chang Chok Ling, pastor of the Church of Christ in China at Bonham Road, popularly known as Tao Tai, sailed yesterday by the s.s. "Shingo Maru" for Honolulu, on leave of absence. While in Honolulu, he will assist the Chinese Congregational Church there. The Rev. Mr. Chang expects to return to his pastorate here within a year. Travelling on the same steamer was Miss Elizabeth Lum, a graduate of several American universities and a social service worker. She is returning to Honolulu to visit relatives.

On the eve of the departure of these two popular Chinese, former residents of Honolulu now residing in Hong Kong gave a "luau," or Hawaiian dinner, in their honour at the Ying Wa College. There was an attendance of over sixty. Pao, roast pig, baked sweet potato, bananas, Hawaiian coffee, Hawaiian pineapples, and many other delicacies only appreciated by those who have been to the Hawaii Islands were spread on long tables covered with ferns and leaves. Every guest and host at the "luau" wore a lei, a string of flowers and leaves, around his or her neck. The programme consisted of a speech of welcome in Kanaka, or at least what was supposed to be Kanaka, by Mr. Hin Wong, acting "Luna," or chief of the occasion and Hawaiian music by the Kohala Quartet. An ukulele solo was also given by Mr. Harry Wong.

After the music the Hui Aloha, or Good-will Club, elected its officers for the ensuing year. "Dick" Shim, the headmaster of Ying Wa College, coach of the Hong Kong basketball and baseball champions and himself a popular figure in the Happy Valley baseball diamond, was made Luna Nui Nui, or Chief of Hui Aloha; and Messrs. K. F. June, K. F. Lee, Lau Mok Lin, Raymond Hoo, P. Wong, P. J. Wong, and Hin Wong, all Lunas, deputy chiefs, of the Hui Aloha.

Amid the chanting of a Hawaiian melody, the Luna Nui Nui and all Lunas appeared in their official robes of office, feather cloaks over their shoulders, while the Luna Nui Nui, in addition, had on a helmet or Kimoehaneha style and carried a staff. The cloak of the Luna Nui Nui was in many colours.

The Luna Nui Nui proposed to the Lunas to make Mr. Tsoi Kin Yung, Chairman of the South China Athletic Association, who was a guest at the Hui Aloha "luau," an Ikapi, or friend of the Hui, and all Lunas exclaimed, "Suro Kela" which in the vernacular means "can do."

Tre Rev. Mr. Chang, Miss Lum, and Mr. Tsoi all made "short talks." The Lunas Committee of the Hui Aloha was elected as follows:—Richard Shim, K. F. June, P. J. Wong, Henry Wong, Y. O. Ho, K. Chinn, C. Ling, Alfred Lum, Y. W. Lee, and Hin Wong.

KELLY & WALSH, LTD.
THE BOOKSHOP. CHATER ROAD.

NEW ADVERTISEMENTS.

NOTICE OF REMOVAL.

WE are moving our Office Premises from 1st AUGUST, 1927, to PRINCE'S BUILDING, Ground Floor, 108 HONG STREET (next to Alex. ANDRA OVE).
CALDBECK MACGREGOR & CO., LIMITED.
(Incorporated under the Companies Ordinance of Hong Kong)
[5114]

HONG KONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of £3 per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th JUNE, 1927, at the rate of 2½ pence per share.

The Dividend will be payable on and after MONDAY, the 27th AUGUST, 1927, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY the 27th JULY to SATURDAY the 2nd AUGUST, 1927 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Court of Directors,
A. C. HYNES,
Acting Chief Manager.
Hong Kong, 12th July, 1927. [5118]

GERMAN GOODS.

EXPERIENCED, Old Established German Export Firm with Valuable SOLE-TRADE Arrangements for China wishes Business Relations with HONG KONG Firm for Machinery, Piece-goods, Sundry and Novelties Departments. Offers to Box No. L. H. 6086 c/o, RUDOLF MOSSE, BERLIN S.W. 19.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-SIXTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARINE, MATHESON & Co., Ltd., Pedder Street, Hong Kong, on MONDAY, the 27th JULY, 1927, at 11.00 A.M., for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th JULY to 2nd AUGUST, 1927, Both Days inclusive.

By Order of the Board,
JARINE, MATHESON & Co., LTD.,
General Managers.
Hong Kong, 24th June, 1927. [5072]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. 5/NS 2895 dated Hong Kong, 14th October, 1919, for 5 Shares numbered 1462/1463 inclusive, and Certificate No. 5/NS 2896 dated Hong Kong, 14th October, 1919, for 5 Shares numbered 62432 and 33736/33739 inclusive, all registered in the Name of LI SING KON, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 28th JULY, 1927, New Certificates for the Shares will be issued and the aforesaid Certificates Nos. 5/NS 2895 and 5/NS 2896 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. C. HYNES,
Acting Chief Manager.
Hong Kong, 29th June, 1927. [5086]

TO LET OFFICES

STEPHENS' BUILDING,
67/69, DES VŒUX ROAD
CENTRAL,
AND
PRINCE'S BUILDING,
CHATER ROAD.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING,
CHATER ROAD. [25]

ROOMS.—Hong Kong, Kowloon, single, double, flats furnished or unfurnished. Flat for disposal with furniture. House \$20,000 wanted. Also 20,000 sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4680.

INTIMATIONS.

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.
EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Great Tennis Court and Garden—Possession MAY 1st. Apply: LINSTRAD & DAVIS, ALEXANDRA BUILDINGS. [4776]

TO LET.

OFFICES TO LET on 3rd Floor, 1A, CHATER ROAD. Moderate Rental. Apply—P.O. Box No. 611. [5108]

TO LET.

GROUND FLOOR, Three Roomed FLAT in PRAT BUILDINGS, with Flush and Sanitary Conveniences. Apply to: SPANISH DOMINICAN PROCREATION. 5001.

FOR SALE.—Genuine Saire do Luxe 5 Seater Touring Car in Exceptional Condition throughout. Apply Box No. 5105, care of the Hong Kong Daily Press. [5105]

TO LET.—No. 1, KELLET HOUSE, THE PEAK, Four Rooms, Flush System, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Apply MESSRS. DEACONS, PRINCE'S BUILDING. [258]

BIRTHS.

BURNS.—On July 6th, at Shanghai, to Mr. and Mrs. R. K. BURNS, a daughter.
HAYWARD.—On July 12th, 1927, at "The Peak Hospital," to BARBARA, wife of A. W. HAYWARD, a son. [5117]
MACKICHAN.—At 294, Peak, on July 12th, to Mr. and Mrs. A. S. MACKICHAN, a son. [5116]

DEATHS.

ANCEL.—In France, FRANCOIS CHARLES ANCEL, aged 67.
MILLS.—On July 6th, at Shanghai, JOHN MACANET ELLEN, daughter of Mr. and Mrs. CHARLES MILLS, aged eleven months.
PETROFF.—On July 8th, at Shanghai, ANATOL B. PETROFF, assistant Manager, Hotel Plaza.

Hong Kong Office: 1A, Chater Rd.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, July 13th, 1927.

NO REST FOR THE WEARY!

In the course of a recent lecture Sir JAMES PURVES STEWART, Senior Physician at Westminster Hospital, told a London audience that few men die from over-work. We are interested to observe that the statement is politely challenged by editorial writers, though not in a serious vein. The tendency is to regard it with a feeling of mild regret as one might regard the loss of a fond illusion. For of course nearly every man, not only in England but in other parts of the world, has cherished the idea that brain-fag was a justifiable excuse for taking one's ease. It has been among the small consolations of modern life that an idle man could excuse conversational dullness or domestic irritability by saying he had had a strenuous day at the office. He was tired and only wanted to be left in peace. In this way he has been able to make a virtue of what might otherwise have been considered a lack of social grace.

We have no doubt that in future friends and wives, with Sir James Purves Stewart to back them, may be tempted to regard the weary mortal who sinks into his easy chair with a sigh of relief as a pretender, and "call the bluff." His excuses will be brushed aside as of no account. But the eminent authority of Westminster Hospital has provided critics with still another weapon. "The best remedy for an over-worked man," he calmly said, "is to take some kind of physical exercise." Therefore, he who now pleads as a reason for doing nothing

INTIMATIONS.

CIGARETTES OF DISTINCTION

Just arrived from the factory of

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QUEEN ... do. 20's

QUEEN ... do. 100's

NESTOR ... do. 20's

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A. S. WATSON

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HONG KONG.

[50]

that he is suffering from a severe attack of brain-fag runs the risk of being forced to uproot himself from his favourite chair and perform a curative and perspiring spell at the lawn mower or the garden roller. It reminds us of the "Gospel of Work" written by a heartless cynic:—

To keep yourself in health the way is plain:
Toil till you tire; fatigued, begin again;
Let every hour some harder task supply;
Live but to labour, and for respite die.

Perhaps there is some truth in the view that is heard at times that most men are naturally lazy, and that they devote their leisure hours to mere idleness when they might be agreeably employed. But that is a theme that may be left to philosophers and others to discuss. We have heard it said that "hard work never killed anybody," to which the obvious retort is "too much hard work has killed a good many." Sir JAMES PURVES STEWART would have us believe there is nothing in this. He was perfectly serious in what he said, and no doubt his opinions merit attention. There is what might be called a fatal facility for a man of middle age, at all events in England, to encourage himself in the conviction that the demands of business are so exacting that he owes it to himself to spend his leisure in complete idleness. Why should he bestir himself?

To such a man a game of tennis in the evening is too strenuous, and he is apt to hesitate about a round of golf. The moral of Sir James's remarks is that middle-aged men should make their leisure hours the balance of their working hours. They should in fact overcome the habit of abstaining from physical exercise simply because they have been using their brains at high pressure all day until they feel mentally fatigued. The body

requires a due share of activity even in leisure. The young take good care that such a balance is preserved, and it may be said that no man is old until he allows himself to lose the habits of youth. The man half asleep in the club chair, or requiring the household to be quiet while he has a nap, may think himself a wearied brain worker legitimately recuperating his energies. But Sir JAMES would call him by a harder name. He would call him a lazy man.

Mr. R. Parman, a musician on the s.s. *President Grant* has reported that someone stole from his cabin, whilst the ship was lying alongside the wharf at the Kowloon Godown, \$130 in banknotes.

The engagement is announced and the marriage will take place shortly, of James Westlake Platt, of Auckland, New Zealand, and Hong Kong, and Veronica Norma Hope Arnold, of Archibald, Jersey.

The body of a Chinese painter has been sent to the Kowloon Mortuary. The man was working on the s.s. *Sanchow* on Monday when he accidentally fell into the hold of the ship and was killed.

A piece of cement falling off the verandah of 85, Jervois Street, struck a Chinese pedestrian on the head and caused so severe a wound that the man had to be removed to the Government Civil Hospital for attention.

A Chinese who was convicted in 1915 for keeping an opium den, and banished early this year for a similar offence, was sentenced at the Central Magistracy yesterday to six weeks' imprisonment for returning to the Colony.

It is anticipated that the renovations and alterations to Blake Pier will be completed within a month or six weeks. The pier has been closed for many months to the general public, the work having taken longer than was anticipated.

The "J-Pans," Miss V. Capell's popular concert party, gave an entertainment to a crowded audience of soldiers at Shamshuipo Camp last night. The "Squakettes" concert party will give a concert to-night at the "Better Ole," Kowloon.

Owing to the death of Lord Abinger, his brother, Lieut.-Colonel the Hon. Hugh R. Scarlett, D.S.O., of the Royal Artillery, who was born in November, 1878, and is now with the British Forces in China, succeeds him in the title, of which he is seventh holder.

For stealing 25 pounds of zinc from the Naval Dockyard a Chinese was yesterday fined \$15 or three weeks' hard labour. The Magistrate (Mr. R. E. Lindsell) remarked to defendant "You are one of those fools who would risk their livelihood for a small theft."

The marriage arranged between Mr. C. F. D. Lowe, of Hankow, and Joyce, elder daughter of the late Herbert E. Green, of Kobe, and of Mrs. Charles A. Fraser, of 69, Crystal Palace Park Road, Sydney, N.S.W., was announced to take place at the Brompton Oratory on June 25th.

A Chinese was charged before Major C. Wilson at the Central Magistracy yesterday afternoon with uttering and possessing a \$100 note of the Mercantile Bank of India. Finding that the defendant had no guilty knowledge and that he had obtained the note at Canton in good faith, his Worship discharged him.

Those present at the meeting of the Sanitary Board yesterday afternoon, reported elsewhere were: Mr. N. L. Smith (President), Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. J. P. Braga, the Hon. Mr. H. T. Jackman (Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

Among those leaving for the north yesterday by the s.s. *Shingo Maru* were Mr. and Mrs. P. S. Cassidy and Dr. and Mrs. R. E. Tottenham.

Knocked down by motor car No. 329 in Praya East, at the junction of Heard Street, a Chinese on Monday suffered injuries which necessitated his removal to the Government Civil Hospital.

There will be an extraordinary general meeting of the Hong Kong Amusements, Ltd., at the Queen's Theatre to-day at 12.15 p.m. The meeting is to confirm a resolution passed at a general meeting held a fortnight ago amending certain Articles of Association.

The Wilbur Players are bringing their Hong Kong season to a successful close. They presented again at the Star Theatre last night before a full house "Rain," and to-night stage "The High Cost of Loving," which is their closing piece before their departure from the Colony for Singapore.

Mr. H. W. Hendrikson of the Orient Tobacco Co., Nathan Road, has reported to the police that while driving his motor car in Prince Edward Road on Monday afternoon, he knocked down an Indian guard who had neglected to move, although the horn had been repeatedly sounded. The Indian suffered slight abrasions to the hands and legs and refused to go to hospital.

To the post of assistant director of the plans division of the naval staff Capt. G. F. B. Edwards, Collins, late in command of the *Comus* in the Atlantic Fleet, has been appointed. A navigation specialist, Capt. Edwards-Collins was promoted in December, 1923, after duty on the *Wei-hai-wei* Rendition Commission, and in 1919-22 he was fleet navigating officer in the *Hawkins* in China.

The death took place at "The Hut," Castle Road, on Monday afternoon of Miss Ena Maria Remedios, the eighteen-year-old daughter of Mr. and Mrs. J. J. V. Remedios. Mr. Remedios is employed at the local branch of the National City Bank of New York. The funeral took place last evening at the Catholic Cemetery, Happy Valley, and was attended by many relatives and friends. There were many floral tributes.

St. Peter's Young Men's Club are holding another moonlight launch and bathing picnic to-night. The launch sets out from Queen's Pier for Repulse Bay at 8, and will leave there about 10.30 p.m. for Hong Kong, arriving at Queen's Pier about 11.30 p.m. The fare is 60 cents for members and ladies, and 80 cents for non-members. Tea only will be provided, but other refreshments will be obtainable on board at nominal rates. On Friday night there is another whist drive at the Cathedral Hall, beginning at 8.30.

A Chinese was fined \$20 at the Central Magistracy yesterday for using abusive language to an English Police sergeant. The sergeant stated that on Monday night he was examining pledges at the Yau On pawnshop in Queen's Road when a crowd gathered outside, causing an obstruction. He ordered the people to go away, and all went save the defendant. Witness asked him if he wanted to pawn anything, and he replied in English "What's the matter with you?" When the sergeant moved defendant on forcibly, he became abusive.

Dr. and Mrs. Cadbury, of the Linsang University, sailing for the United States on vacation by the *President Grant* to-day are taking with them the young son of General Li Fuk Lam, commander of the Fifth Nationalist Army. It is understood that the child had been made over to Dr. and Mrs. Cadbury in due legal form, they having guaranteed to educate him and bring him up as an adopted child. The entire expenses in connection with this adoption, including college fees and maintenance, will be borne by the Cantonese General.

The marriage of Mr. W. Parry do Winton, eldest son of Mr. Parry do Winton and the Hon. Mrs. de Winton, of Slough House, Deacon, and Miss Vivienne Denney, daughter of Mrs. Denney and the late Mr. Henry Lardner Denney, of The Elms, Thames Ditton, formerly of Hong Kong, took place on June 11th at Christ Church, Esher. The Bishop of Monmouth, uncle of the bridegroom, and the Rev. Dr. Floyer officiated. The bride's ermine gown of silver tissue and tulle had a train of silver tissue and embroidered silver net, and her Limerick lace veil was a family heirloom. She carried a sheaf of lilies.

A \$500 DEPOSIT.

CONTRACTOR COMPANY SUES ARCHITECT.

NO RECORD OF THE TRANSACTION.

At the Summary Court yesterday morning, the Wing Sang Company, building contractors, claimed from Mr. A. R. F. Raven, architect, the sum of \$500 in respect of a deposit alleged to have been paid in connection with a proposed building contract.

Mr. W. D. Owen appeared for the plaintiff firm, and Mr. J. A. Gordon Leask was for the defendant.

Plaintiffs claimed that the money was paid as a deposit in connection with a building contract on an Inland Lot at Wongneicheong and that, although the scheme had fallen through and no work had been done, the money had not been refunded by defendant.

The managing partner of the plaintiff firm said that an interview took place in July 1925 between the defendant and witness relative to the building of thirteen European houses on the site. Witness was told that he would have to pay \$500 before he could take the plans away and, although he had not the money with him on that occasion, he paid it later. He asked for a receipt but was told it was not necessary.

No work was done under the contract, and the money had not been returned. It was claimed for the plaintiffs that application had been made for the money and that defendant had put them off.

The defence was that no money had been paid to Mr. Raven who had found no record of having had anything to do with the Inland Lot in question. It was denied that plaintiffs had ever been "put off" from payment of the money. The first time that any such claim had been made against defendant, he had instructed his solicitors to write denying all knowledge of the contract or the alleged liability.

His Honour, Mr. P. Jacks (acting Puisse Judge) before whom the case was heard, found that plaintiffs had not proved their claim or made out their case, and gave judgment for defendant with costs.

HEALTH OF THE COLONY.

THE RETURNS FOR THE WEEK.

The health return giving notifiable diseases for the week ended July 9th, shows that seven deaths were reported in the Colony over that period, four from enteric fever, two from cerebro-spinal fever and one from small-pox. There were three deaths from influenza. All the sufferers, with the exception of one British case of typhoid, were Chinese.

Only one Chinese case of enteric was reported on Monday.

HONG KONG & SHANGHAI BANK.

INTERIM DIVIDEND.

The Hong Kong and Shanghai Bank have declared an interim dividend of £3 per share, subject to Income Tax, for the half-year ending June 30th, 1927.

The dividend, at the rate of 2½ to the dollar, will be payable on and after August 8th at the Bank's offices where shareholders are requested to apply for warrants.

RIVER LEVELS.

KWANGTUNG CONSERVANCY BULLETIN.

West River at Shuihung: July 10th, 24ft. 9ins.; July 11th, rising; highest level on record 41 feet; lowest on record 0in.
North River at Tsingyuen: July 10th, 17ft.; July 11th, rising; highest level on record 28ft. 7ins.; lowest 0in.
North River at Samshui: July 10th, 18ft. 3ins.; July 11th, 19ft. 8ins.; highest level on record 27ft. 3ins.; lowest 5ft.
East River at Sheklung: July 10th, 7ft. 9ins.; July 11th, 8ft. 9ins.; highest 18ft. 3ins.; lowest 3ft.

A PRAYA NUISANCE.

ANNOYANCE FROM NIGHT SOIL JUNKS.

QUESTIONS ANSWERED AT SANITARY BOARD MEETING.

Pursuant to notice, Mr. J. P. Braga asked at the Sanitary Board Meeting yesterday afternoon:—

"Will the President be good enough to cause inquiries to be made into the existence of an alleged nuisance complained of in an anonymous letter signed 'Lavender' appearing in the *South China Morning Post* of the 8th July? Will steps be taken to remove or, at any rate, abate such nuisance?"

Replying, the President (Mr. N. L. Smith) said:—

"I saw the anonymous letter in question. I have discovered that a similar verbal complaint was some time ago made to an officer of the Sanitary Department who has since departed on leave unfortunately without putting anything in writing on the subject."

It is not easy to find positions for nightsoil junks which will please everyone but in this case it has now been possible to make arrangements which will, it is hoped, be an improvement both for the ship's officers in question and for the occupants of the new hotel.

Mr. Braga commented that this was very satisfactory and he was sure the new arrangement would be a big improvement. He fully realised the difficulty of mooring these night soil junks, but he thought what had now been done was entirely justified.

[The letter in question appearing in our morning contemporary's columns, referred to an alleged nuisance at night on the Praya by the *Sze Yag*, Kongmoon steamer, when from about 1 a.m. to 5 a.m. night soil coolies emptied their buckets into the junk, with the result that an almost unbearable stench arose to the annoyance of those who had to sleep in ship's cabins, and consequently had to shut doors and windows.]

CAR STOLEN.

FROM CENTRE OF TOWN.

An Austin seven car belonging to Mr. M. M. Maas, of 113, The Peak, was stolen from Chater Road yesterday morning. Mr. Maas, who is connected with the Asiatic Petroleum Company, left his car in Chater Road, opposite Alex. Ross and Co., at about 7 o'clock and when he returned soon afterwards the car had gone.

OBITUARY.

SIR FRANCIS HARRISON-SMITH.

Paymaster Rear-Admiral Sir Francis Harrison-Smith died suddenly on June 10th. Sir Francis for over 30 years was secretary to various distinguished admirals, and in 1885-86 was sent by Lord Salisbury on a special mission to Abyssinia, for which he received the thanks of the Government. He was secretary in 1901-04 to the Commander-in-Chief in China.

MR. G. T. CROSFIELD.

Mr. George Theodore Crosfield, a well-known figure in the City and in the Society of Friends, died suddenly at Croydon on June 6th, at the age of 77. Mr. Crosfield was long associated with the firm of Harrison and Crosfield, which was founded by his father, Joseph Crosfield, in 1844. Born at Liverpool in 1849, he retired from the board of his firm in 1910, having been a partner since 1872.

REV. FRANCIS FLYNN.

The Rev. Francis Flynn, LL.D., vicar of Portadown, Hants, died suddenly on June 7th, at the age of 73. A graduate of Trinity College, Dublin, he was ordained to the curacy of Mariner's Church, Kingstown. In 1884 he was appointed a chaplain in the Royal Navy, and was chaplain of the *Tanar* for Hong Kong Dockyard and Hospital from 1888 to 1900 and received the China medal. In 1908 he became chaplain of Devonport Dockyard, and in 1911 chaplain to the King. In 1912 he retired from the Navy.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—
Pressure is highest over Japan and the Pacific. To the westward it is relatively low over the southern part of the area. The typhoon is situated about 350 miles east of North Luzon, moving W.N.W.
LOCAL FORECAST:—Light westerly or variable winds, fine generally.

TWO HUNDRED AMERICANS TO EVACUATE TSINGTAO.

FIFTEEN U.S. WARSHIPS ALONGSIDE.

PEKING'S GOVERNMENT AND JAPANESE REINFORCEMENTS.

YENCHOW STILL IN THE HANDS OF THE NORTH.

CHIANG ACCEPTS JAPAN'S OFFER TO SEND AN OBSERVER.

Fully 200 Americans, it is reported, are at present at Tsingtao, and no fewer than 15 U.S. war-vessels are alongside.

The U.S. Legation has ordered the immediate evacuation of their nationals from Tsingtao, and it is expected that they will be removed in the U.S. warships to a safer place.

On the proposal of General Chang Tsung Chang, the Peking Government intend to protest to the Japanese Government against the Japanese reinforcements.

Yenchow—that much-discussed strategic point in Shantung—appears to be again in the hands of the Shantung troops. It now appears doubtful that it ever fell to the Southerners.

Obviously, the Southern forces are by no means finding their Northern campaign quite so easy a matter as they did some time ago.

Chiang Kai Shek, perhaps to the surprise of the Japanese Government, has accepted their invitation to send an Observer along with the Japanese troops in Shantung.

AMERICANS IN TSINGTAO.

(Wah Tsz Yat Pao).

SHANGHAI, July 12th.

Fully 200 Americans are now in Tsingtao, whom the American Legation in Peking has ordered to evacuate at the earliest possible time. Altogether, 15 American warships are now lying at Tsingtao. These have been instructed to be in readiness to convey their nationals to safer places.

It is reported that the American Government never intended to send additional troops to Tsingtao and to avoid irritation among the Chinese towards America has been the persistent policy adopted by the American Government.

General Chang Tsung Chang has telegraphically proposed to the Peking Government that a strong protest must be lodged with the Japanese Government concerning the Japanese troops, who are still making a strong defence along the Tsinan-Tsingtao Railway.

THE SUSPICIOUS SOUTH.

CHIANG ACCEPTS JAPANESE GOVERNMENT'S OFFER.

[THROUGH REUTER'S AGENCY.]

Tokyo, July 12th.

For the purpose of eradicating the suspicion of the Southerners that Japan is interfering in movements of the belligerents, the Japanese Government has invited Chiang Kai Shek to send representatives to act as Observers with Japanese troops in Shantung.

Chiang has accepted the invitation, and has already despatched a representative.

As the Northerners have not voiced such suspicions, it is considered unnecessary to extend a similar invitation to them.

NANKING GOVERNMENT'S TREASURY NOTES.

SALT INSPECTORATE'S NOTIFICATION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 12th.

The Salt Inspectorate notifies the banks and public that the contemplated flotation of \$60,000,000 worth of Treasury Notes by the Nanking Government on the security of the salt revenue of Kiangsu and Chekiang provinces, constitutes a flagrant violation of the Reorganisation Loan Agreement of 1913, and cannot be recognised as a valid obligation.

The New Taxes.

PEKING, July 12th.

It is understood that an emergency meeting of the Diplomatic Corps this morning lengthily discussed the Nanking Government's new taxes, while the Powers interested discussed the proposed Nanking Government issue of \$60,000,000 Treasury Notes secured on the Salt Gabelle.

It is realised that a grave problem has been created by the New taxes, also the Treasury Note issue if permitted, would seriously affect existing loans secured on the Salt Gabelle. There is a general feeling, however, both in foreign official and unofficial circles, that it is useless to send Notes of protest unless the Home Government are prepared to take further action if the Notes be treated with indifference.

JAPAN AND THE NAVAL CONFERENCE.

DISAPPROVAL OF ANY EXPANSIONIST PROGRAMME.

[THROUGH REUTER'S AGENCY.]

Tokyo, July 12th.

At a Cabinet meeting, the Navy Minister expressed the belief that the Geneva Conference would avoid disruption.

He said the Premier, on the 11th instant, had exchanged views with the British and American Ambassadors, when he (Baron Tanaka) had indicated the extreme disapproval of Japan of any expansionist programme and reiterated Japan's intense desire for the conclusion of a Limitation Agreement.

SHANGHAI DEFENCE FORCE.

QUESTIONS IN THE HOUSE OF COMMONS.

CAMERONIANS "FLOODED OUT" AT HONG KONG.

[THROUGH REUTER'S AGENCY.]

LONDON, July 11th.

In the House of Commons, Comdr. Kenworthy (Labour) drew attention to the accommodation of the Shanghai Defence Force troops at Hong Kong, particularly the First Cameroniens, whose tents are alleged to be frequently flooded out; and expressed the opinion that in view of the service the troops were rendering, the foreign community could be relied upon to provide suitable buildings.

Sir L. Worthington-Evans said he believed that proper accommodation was being arranged for all the units, though he was not absolutely sure that every one was under cover and not under canvas.

Comdr. Kenworthy asked whether the class A reservists would be sent home first if further reductions were possible, and Sir L. Worthington-Evans replied that the contracts with the reservists would be strictly carried out.

[Note:—The 1st Cameroniens are at present at the Rope Factory, Kowloon. On their first arrival the Cameroniens were at San Wei, over-looking Fanling Race Course. During the heavy rains earlier this year, the camp, which was on the hillside, was "flooded out." Later, the Battalion moved into the Peninsula Hotel, Kowloon, and from there removed to their present billeting. Since the completion of the Shamshing encampment and other quarters, no troops have been under canvas for two months or more. The question in the House of Commons more than likely arose through a letter reaching England describing the conditions that existed during the heavy rains.]

BRITISH TRADE.

FIGURES FOR JUNE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 12th.

The Board of Trade report for June shows exports totalled \$29,000,000 and imports \$26,000,000. The respective increases, compared with those of June, 1926, are one and eight-tenths and five and nine-tenths.

ANOTHER SOVIET DEATH SENTENCE.

[THROUGH REUTER'S AGENCY.]

Moscow, July 12th.

Druzhilovsky has been sentenced to death and his property confiscated.

DESTRUCTIVE FLOODS IN RUSSIA.

[THROUGH REUTER'S AGENCY.]

Moscow, July 11th.

Scores of people and houses, bridges, and cattle have been carried away by floods caused by the river Teshu, at Lukoyanov, in the province of Nijni-Novgorod.

FRENCH ARMY.

REORGANISATION BILL.

[THROUGH REUTER'S AGENCY.]

PARIS, July 11th.

The Senate, by 212 votes to 16, has passed a Bill to reorganise the Army. The Chamber has already passed the Bill.

FRANCE'S "GRAND OLD MAN."

EX-PRESIDENT CLEMENCEAU SERIOUSLY ILL.

[THROUGH REUTER'S AGENCY.]

PARIS, July 12th.

Ex-President Clemenceau, who has been recently ailing, had a relapse yesterday, and his family were summoned to his bedside.

Subsequently, he showed a slight improvement, but his son remained at his bedside throughout the night.

[M. Clemenceau, having been born in 1841, is now in his 87th year. "The Tiger" has long been noted for his wonderful vitality.]

FRANCE'S ELECTORAL REFORM BILL.

ADOPTED BY THE CHAMBER.

[THROUGH REUTER'S AGENCY.]

PARIS, July 12th.

The Chamber have finally passed the Electoral Reform Bill by 320 votes to 234.

The debates were very critical and there were several all night long sittings.

THE FLOOD IN SAXONY.

140 DEATHS REPORTED.

[THROUGH REUTER'S AGENCY.]

BERLIN, July 11th.

An official announcement states that there have been 140 deaths in Saxony owing to the storms reported yesterday.

Troops, police and volunteers are scouring the devastated districts, where the receding waters have left thick layers of mud. In several cases it is reported that people are going mad.

TRAIN AND ELEPHANTS COLLIDE.

EXTRAORDINARY INCIDENT.

[THROUGH REUTER'S AGENCY.]

AURORA, July 11th.

An exciting diversion was provided in this Illinois town for railway passengers when a train ploughed through a herd of elephants leaving the local circus.

One elephant and its rider were instantly killed, and another carrying a rider and his wife was thrown down, the riders as well as the animal being seriously injured.

The rest of the herd stampeded, trumpeting furiously, and creating a panic among the passengers. It took two hours to round up the stable.

FRANCE'S PUBLIC-SPIRITED ACTION.

VOLUNTARY LIQUIDATION OF DEBTS.

[THROUGH REUTER'S AGENCY.]

PARIS, July 11th.

In the presence of a delegation from the administrative council of the sinking fund and delegates from the national committee for voluntary contributions, presided over by Marshal Joffre, 22,744 Government bonds of a nominal value of nineteen million francs were solemnly burned in the furnaces of the Mint.

These bonds were voluntarily subscribed, and written off the Republic debt.

The Voluntary Contributions Fund up to June 30th produced 228 millions of francs in currency and 70 millions in Government bonds.

THE ASSASSINATION OF MR. O'HIGGINS.

NINE ARRESTS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 11th.

The Civil Guards have made nine arrests in Dublin in connection with the assassination of Vice-President Kevin O'Higgins.

American Condolences.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 11th.

Mr. F. B. Kellogg, secretary of the Department of State, has cabled to Mr. Cosgrave "heartfelt condolences" on the death of Mr. O'Higgins.

A MYSTERIOUS AERIAL TRAGEDY.

EYE-WITNESSES' STORY.

EXTRAORDINARY EVENT.

[THROUGH REUTER'S AGENCY.]

WINNIPEG, July 12th.

Three members of the Dominion Topographical Survey were killed near Farford, Manitoba, under extraordinary circumstances.

Eye-witnesses state that the aeroplane was observed flying erratically in the clouds.

Suddenly, while the machine was out of sight, three bodies were hurled downwards from a height of 1,000 feet, and the machine later nose-dived to the earth.

EARTHQUAKE IN PALESTINE.

MANY PERSONS KILLED AND INJURED.

[THROUGH REUTER'S AGENCY.]

JERUSALEM, July 11th.

There was an earthquake lasting four seconds. The city escaped with light damage.

The small dome of the Holy Sepulchre was cracked, and some buildings in the old city collapsed. Several people were hurt, but there was no loss of life.

There was loss of life and serious damage in the neighbourhood of Olivet.

The Ramallah Hotel collapsed at Jericho, burying three tourists.

Many Fatalities.

LATER.

Twenty-six persons were killed and 30 injured in the earthquake in the Jerusalem district.

Thirty were killed at Nablus. Many houses were damaged in Jerusalem. The interior of the Government House was seriously damaged, and the University was also considerably damaged.

The shock was widespread in Palestine and Trans-Jordan.

When the hotel at Jericho collapsed, three Indian lady tourists were killed.

The streets of Jerusalem are full of excited crowds refusing to enter their houses.

CO-ORDINATION IN THE BRITISH EMPIRE.

OFFICIALS TO VISIT OVERSEAS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 11th.

In the House of Commons, Mr. Herbert Williams asked whether it was the practice for Colonial Office officials to serve for a period overseas in an administrative post, and periodically to visit parts of the Empire with which their work was concerned.

Mr. L. C. Amery said that seconding officials overseas as a general practice presented serious administrative difficulties, but arrangements had recently been made for two officers to be attached to the staffs of the Governors of Ceylon and Nigeria, for about two years and three years, respectively.

He hoped to make similar overseas arrangements in the future. Appointments to the administrative grade of the Colonial Office were now subject to the acceptance of liability for service overseas for minimum periods of a year.

He was convinced of the value of the suggested periodical visits. Several had occurred in the past few years, and others were contemplated in the near future.

COOLIES FOR NEW HEBRIDES.

NO COMPULSION.

[THROUGH REUTER'S AGENCY.]

TOWNSVILLE, July 11th.

Following the customs collector's enquiry, regarding allegations made recently as to the smuggling of between 400 and 500 kidnapped coolies from Annam to the New Hebrides, it is stated that there is nothing to indicate that the coolies have not been voluntarily indentured.

OBITUARY.

A BOSTON UNIVERSITY PROFESSOR.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, July 11th.

The death is announced of E. Charlton Black, Professor of English Literature at Boston University.

STEAMSHIPS AND MOTORSHIPS.

LLOYDS' FIGURES.

INTERESTING STATISTICS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 12th.

The gradual improvement in the tonnage under construction throughout the world and the leaps and bounds of motorship construction are the outstanding features recorded by Lloyds Register, in the latest shipbuilding returns.

The figures show that for the three months ended June 30th, there were 1,300,338 tons altogether under construction in Britain and Ireland, which was 173,456 tons more than at the end of March and 540,000 tons above the figures of a year ago.

The present total, indeed, is the highest since September, 1924; though it is still half-a-million tons below the average tonnage of the building year before the war.

The total building of other countries was 1,450,157 tons, which shows an increase of 97,000 tons over the previous three months.

Approximate figures of leading foreign countries shows Germany 408,000 tons; Italy 227,000 tons; Holland 172,000 tons; United States 147,000 tons; and France 130,000 tons.

For the first time the tonnage of motorships' construction throughout the world, namely, 1,459,593 tons exceeds that of steamers, though an analysis of the figures shows that in Britain and Ireland it was only 82.8 per cent. of that of steam.

A WOMAN AVIATOR TO LEAD JAPAN.

GOVERNMENT VERY

APATHETIC.

ENCOURAGEMENT TO BIG EFFORTS NECESSARY.

Tokyo, July 1st.

Japan must do something in the air, and the ladies are going to take the lead. One of the girls, Miss Kibe, proposes to make a non-stop flight from Tokyo to Shimonoseki, the jumping-off place at the western end of the main island some 800 miles away. The date is not fixed.

Meanwhile, the flying men are seeking a Government subsidy for the encouragement of a trans-Pacific flight by Japanese, but so far the Government has not done more than take the proposition under consideration, and one or two of the most outspoken among the newspapers advise the Japanese fliers to make haste very slowly across the Pacific. They point out that the American fliers have machines and experience at least a decade ahead of Japan's, and even at that, only one American has, up to the present, achieved success. Failure now only would bring ridicule upon Japan.

Colonel Lindbergh, however, has aroused enthusiasm among the younger aspirants all over the country. For the present, the Government will discourage rather than encourage them.

CAROLINA TO PLYMOUTH IN AN 8-TON SCHOONER.

64 DAYS' SOLITARY VOYAGE.

LONDON, June 20th.

Capt. Thomas Drake, who calls himself the Lone Sea Rover, arrived at Plymouth to-day in his eight-ton schooner-rigged boat "The Pilgrim" of Seattle after sailing alone for 64 days from Charleston in South Carolina.

Although provided with an auxiliary motor he used only his sails during the entire voyage. He intended visiting the Azores but terrific seas prevented an approach.

He sighted five vessels between Bermuda and the English Channel. During a raging gale in Mid-Atlantic he hove to and related to his cabin for 98 hours. He did not miss a single meal nor a single night's sleep.

He will shortly leave for Norway.

BRITAIN'S FOREIGN POLICY.

STATEMENT BY SIR AUSTEN CHAMBERLAIN.

LABOUR MOTION REJECTED

[THROUGH REUTER'S AGENCY.]

LONDON, July 11th.

In the House of Commons, Mr. A. Ponsonby (Labour) moved a resolution of the Foreign Office estimates by £100, and opened a general discussion of foreign affairs. He set forth the opposition attitude, and raised three main issues, namely, the relationship between France and Germany, the position in South-East Europe, and the position in Russia.

He condemned secret diplomacy, grouping and manoeuvring between various nations, and advocated full and open use of the League of Nations to restore effective peace in Europe.

There was alarming ambition in Italy, fear in Russia, resentment in Germany, suspicion in France, danger in Poland, confusion in the Balkans, distrust in America, and war in China.

No Secret British Policy.

Sir Austen Chamberlain, in reply, emphasised that there was no secrecy about the British foreign policy. No undertaking had been entered into without the approval of Parliament. He pledged the Government not to make any binding engagements committing Britain to ultimate action in the case of war, without the approval of Parliament.

It was a tragedy that the pre-war obsession in Germany that made it necessary to keep the other Governments quarrelling among themselves for Germany's profit, had "now taken root in another great neighbouring country."

All the efforts of British statesmanship were to reconcile enemies and remove causes of difference.

Sir Austen declared that the League of Nations was stronger than it was three years ago. Questions were now discussed in a spirit of friendly co-operation which could not be discussed then. He believed the policy of reconciliation was also France's and Germany's.

No Anti-Russian Antagonism.

Britain was not trying to form an anti-Russian bloc. Each country had been informed that there was no need to fear criticism or jealousy from Britain if they could improve their respective relations with the Soviet.

He referred to a statement by M. Briand that France was willing to negotiate with the United States for the outlawry of war. Sir Austen said he wished them well, and hoped that war between the United States and Britain was already outlawed.

Naval Conference Hopes.

He still hoped that the Geneva naval conversations would lead to a sensible relief of the burdens which otherwise would fall on the three peoples represented. Britain could only move with the other Powers. The British proposal, if adopted, would lead to a reduction of expenditure of nearer £40,000,000 shortly.

It was unthinkable that we should enter into a race with the United States in naval armaments. When it was possible to fairly put the British naval proposals before the public, there would be no doubt as regards their reasonable character or the sincerity of the Government in seeking the greatest relief for the various peoples.

He hoped a new stimulus might be given to a larger international conference at which to consider not merely naval but both land and sea armaments.

Vo Rejected.

The House of Commons by 223 to 105 votes rejected Mr. Ponsonby's motion.

Replying to the debate Mr. G. Locker-Lampson said the Government would do its utmost to see that the expectations raised in the resolution at the Ambassadors' Conference as regards the evacuation of the Rhineland would be carried out as soon as possible.

As regards Russia, Britain was prepared to resume diplomatic relations when the Soviets ceased their world-wide anti-British propaganda, and recognised their obligations. As regards the Geneva conference, Britons would do their best, and no feeling of more pride would be allowed to bar the way.

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THE HONG KONG DAILY PRESS, WEDNESDAY, JULY 13th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Hong Kong Taxis No More—British Car Not "Boosted"—Does Heat Burst Tyres?—
Mr. Churchill's Choice—A New Morris Car.

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HONG KONG TAXIS NO MORE.

FLEET OF 60 THAT WAS
REDUCED TO 30.

The winding up of the Hong Kong Taxicab Company will deprive the Colony of an important link with civilisation, or at least with modernity. Local folk will have to settle down again to chairs, the ubiquitous ricksha, and motor buses. In Hong Kong the taxi has battled bravely against great odds, but the climate and the local conditions have finally overcome its gallant resistance. For a few brief years it struggled on in the enervating heat of the tropics, visibly declining like an Alpine plant at the equator and now it is gone—but not for ever, I hope.

It was stated at the winding-up meeting that several lessees had tried to run the Company without success; and all of them seem to have left the unfortunate taxis in a successively worse condition. Of about 60 vehicles owned and run by the Company when it was in its hey-day, only 30 were fit for the road at the time of closing-down. All the cars are of Citroen manufacture, a light type totally unsuited to the rigorous climate and conditions of Hong Kong; all right for Paris, perhaps; but for the East, decidedly not. When a taxi bursts into flames in the broad highway, or nonchalantly throws off a wheel at speed, it is time to send it to that place where worn out Fords are said to go.

But all French taxis are not of such poor quality. The roads of England to-day can produce many a glorious old Unic or other foreign make that was turned out long before the Great War. These hardy veterans, like the old soldier, seem never to die. Perhaps they "simply fade away."

There is certainly an opening for the taxi in Hong Kong, despite the swarms of man-powered vehicles in every street. Who would not rather be borne swiftly and comfortably up the Peak or elsewhere than transported in a manner that was the vogue before Julius Caesar's day?

The use of American cars with left-hand steering is not allowed in England, so why should it be allowed in Hong Kong, a British colony? Such cars are a danger to other road users because of their driver's inability to signal when rounding a right-hand curve. If Hong Kong must have American cars, then let them be so constructed as to conform to British requirements.

BRITISH CARS NOT "BOOSTED."

While on the subject of American cars, I shall make mention of what I consider the deplorable lack of enthusiasm displayed in the Far East by British motor manufacturers. Everyone knows that European cars are the best in the world, and that Britain produces some of the finest cars in Europe. Yet there is a reluctance to boost the products abroad, with the result that the "live-wire" American salesman steps in and sells the Englishman a mass-produced machine from Detroit though the customer would fain have the hardy, sterling product of Coventry or Wolverhampton. I receive a great deal of well-devised publicity literature every week from American manufacturers, specially for publication in this page; but never have I received one word in praise of our native product from the sleepy manufacturers at home. Sometimes there is a little about our cars in a publication called the *British Commercial News*, but apart from that, we allow the Americans to leave us miles behind. This is a British colony, yet what a number of American cars it contains! I wonder how many British cars there are in Manila! It is to be admitted that most of the American cars here are Chinese owned. The Chinese are influenced by size and brilliance of appearance—and perhaps by price. Yet the real economy of motoring consists in the purchase of a good home-built car. I read the other day that Studobaker has just supplied to an American family the 21st car in

(Continued on next Column.)

CHURCHILL'S CHOICE.

The rapidly extending vogue of the small car is exemplified by the fact that the Chancellor of the Exchequer, Mr. Winston Churchill, is now running a Wolseley 11/22 h.p. four-seater. Mr. Churchill has long been a client of the Wolseley Company for cars of a larger and more imposing type, but he is now regularly to be seen proceeding to and from the Treasury driving his Wolseley "eleven." He has in fact been known to give Mr. Baldwin a lift in this car. The Chancellor of the Exchequer driving the British Prime Minister in a small four-seater is a very significant and interesting sign of the times.

The British War Office have just announced a subsidy of £40 a year for three years on medium type 6-wheeled lorries.

The "Guy" 6-wheeled 3/5 tonner follows the standard specification issued by the War Office in respect to the new subsidy, the "Guy" 6-wheeler being the largest vehicle coming under the new subsidy, in fact, it is the only 5-ton 6-wheeler on the British market at the present time.

The announcement that the famous Motorist, Major H. O. D. Segrave, having exhausted every thrill of speed on the track, now intends to take to the Motor Boat, has once again drawn attention to this exhilarating form of water sport. There is no more a thrilling sensation than speeding along the water, and those who have tried it unreservedly agree that it cannot be beaten for down-right intense excitement. The enjoyment of the sport is, moreover, not confined to the few for the inexperienced but really fast Motor Boat is a "Fast Accompli." Such a boat has been designed and standardised which costs well under £200 by the Ailsa Craig Motor Co., Ltd., of Otiswick, London, the well-known Marine Engineers to His Majesty the King. The hull, 20 ft. in length, is of the Vee type, so much favoured because of its graceful and speedy lines. It is fitted complete with the famous Ailsa Craig Kid 10-16 h.p. 4-cylinder overhead valve Marine Motor, and such is the efficiency of the engine that speeds of 15 to 16 knots are obtained. Another remarkable feature about these boats is their stability. They can be manoeuvred at full speed round the sharpest bends, and turned in their own length with perfect safety, yet are easily handled by one person. There is ample accommodation to seat four people, and whether required for class-boat racing, or as a Fast Runabout Launch, they are equally useful.

Constructed to the order of the Foreign Office, there has recently been completed by John I. Thornycroft & Co., Ltd., an open launch of standard type for general service at Jeddah.

Of 25 ft. in length, the launch has a beam of 7 ft. and draft of about 21 in., the hull being constructed of teak.
(Continued on next Column.)

21 years. I know of a certain car—of the world's best make—that is still the admiration of everyone, though it left the factory 18 years ago. And there is many a handsome car of British make that still runs like clock-work after ten years and more of use. Anything less than 10 years we do not, of course, consider extraordinary for our leading makers, such as Rolls, Lanchester, Daimler, and Sunbeam.

It is a superstition with motorists at home that one should not leave the tyres of a car exposed to the heat of the sun for a great length of time, since the air has a tendency to expand and to burst its walls. I have never heard of a tyre-burst at home from such a cause. Has it ever been known in Hong Kong, where the heat can very soon make objects unbearable to the touch? Apparently not, for every day I see cars that are left to stand full in the glare for hours together.

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FINE ENOUGH EVEN FOR THE FASTEST, ROBUST ENOUGH FOR THE ROUGHEST USAGE, THIS 11 H.P. OVERSEAS CLYNO IS WITHIN THE REACH OF ALL FAMILIES. IT CAN BE BOUGHT AS CHEAPLY AS £224 FOR THE TWO SEATER AND £229 FOR THE FOUR SEATER.

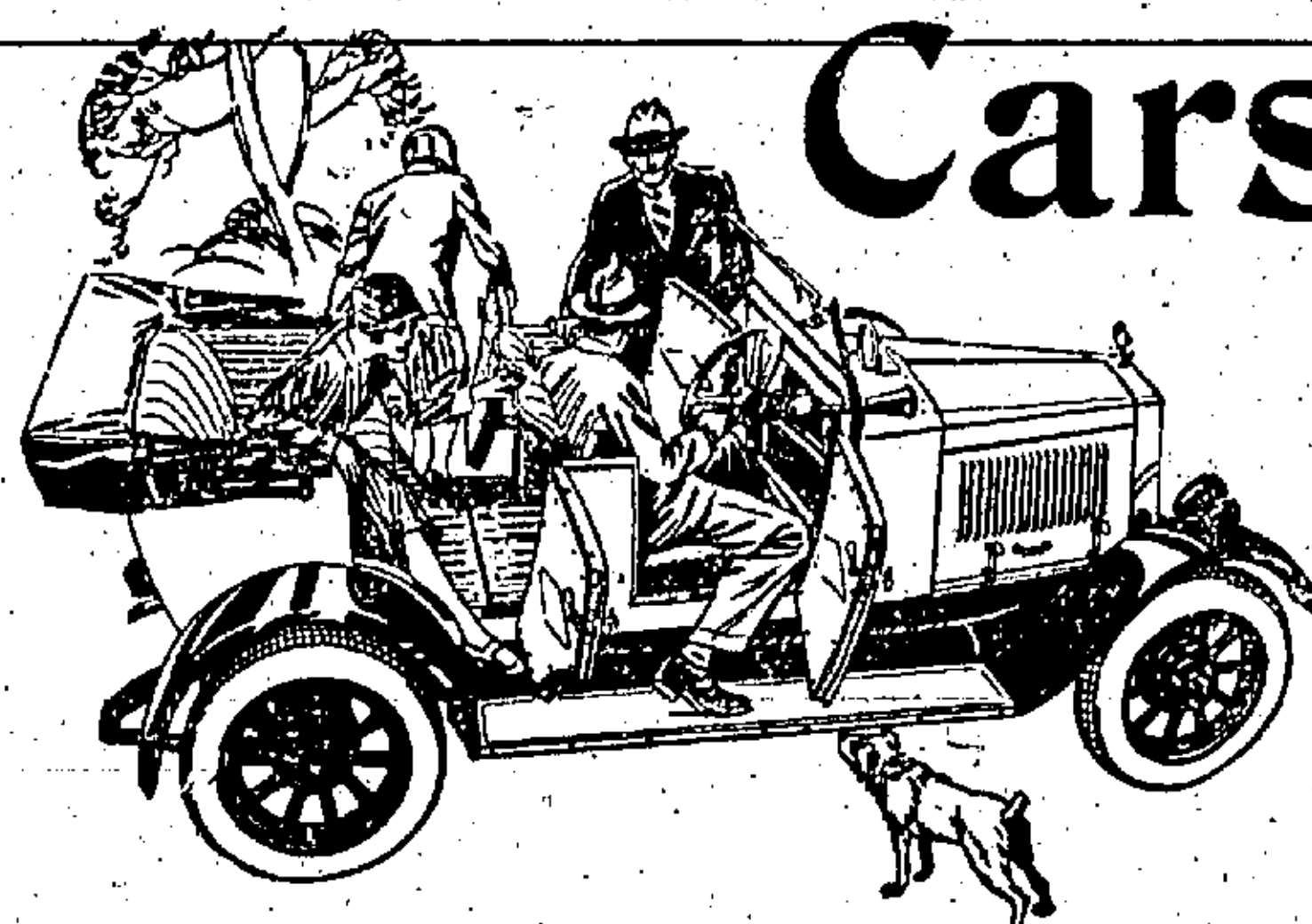
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MORRIS Cars



REDUCED PRICES, BETTER VALUE.
MORRIS-COWLEY 11.9 H.P.

4' TRACK 8'9" WHEELBASE	2 Seater	DICKY
ROADSTER	2 Seater	190
TOURING (4 DOOR)	4 Seater	177
COUPE	2 Seater	132
SALOON	4 Seater	195

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London	Hong Kong
£160	£190
177	210
132	220
195	235

MORRIS-OXFORD 13.9 H.P.

4' TRACK 8'10" WHEELBASE	2/3 Seater	DICKY
ROADSTER	2/3 Seater	220
TOURING	4/5 Seater	240
COUPE	2/3 Seater	245
SALOON	4/5 Seater	265
CABRIOLET	4/5 Seater	295
LANDAULETTE	4/5 Seater	325

£220	£250
240	270
245	290
265	310
295	340
325	370

MORRIS-OXFORD 15.9 H.P.

4' TRACK 8'10" WHEELBASE	5 Seater
TOURING	5 Seater
SALOON	5 Seater

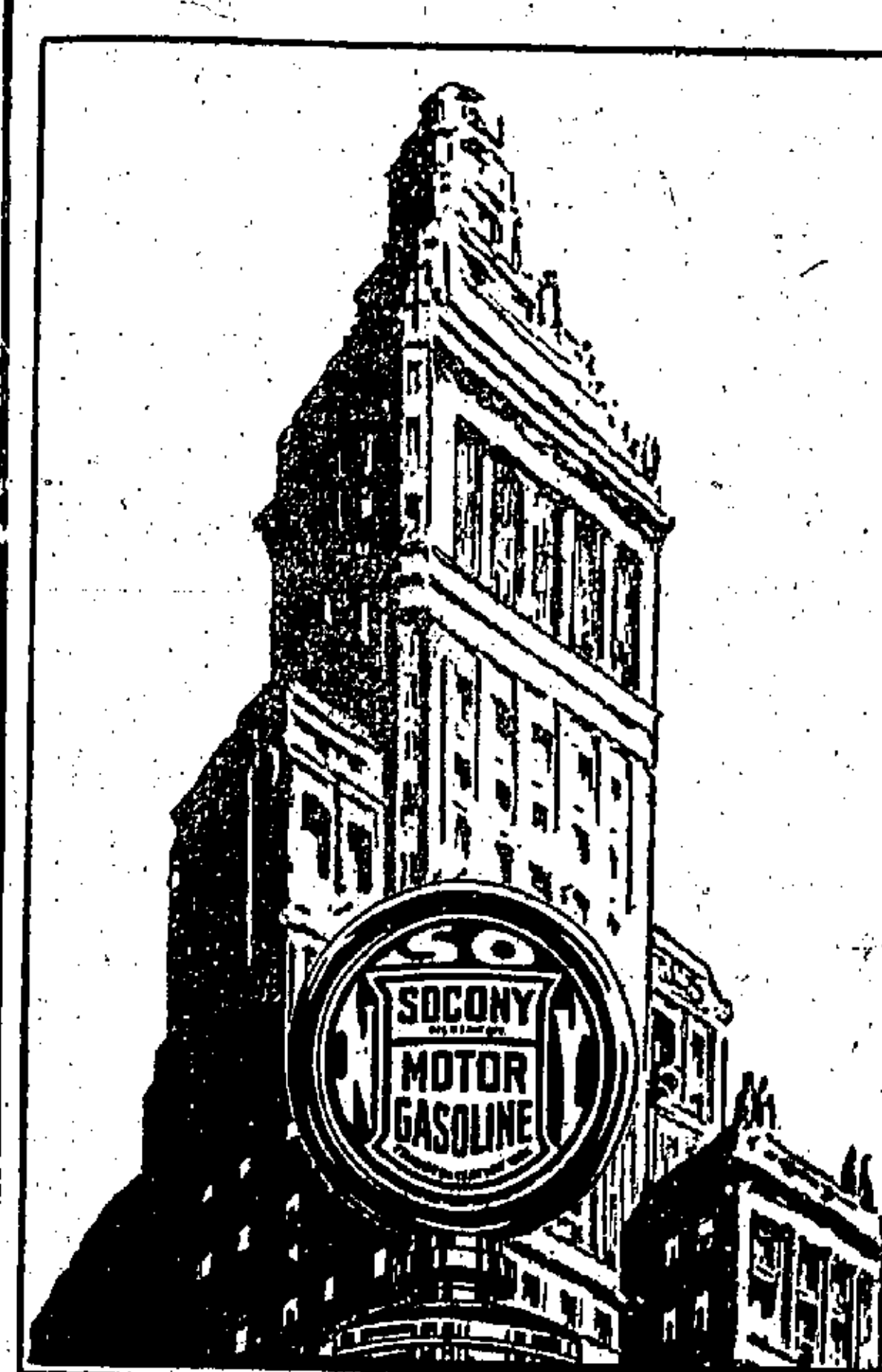
£260	£295
288	335

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MOTORING NOTES

(CONTD.)

NEW 15.9-H.P. MORRIS CAR.

LAVISH EQUIPMENT.

At the request of Morris Motors (1926), Limited, I took out for trial this week one of their less familiar models—the 15.9-h.p. saloon, says the *Daily Mail* Motoring Correspondent.

This car represents a new activity on the part of Mr. Morris, who owes his success largely to his foresight in developing the small family car. The new model is definitely out of this class. It is a full-sized, medium-powered touring car, and it is with this class of vehicle that we have had to suffer the severest competition from abroad.

One curious feature about the car will be noticed. The firm has entered the new market boldly with a four-cylinder engine at a time when the six-cylinder unit is creating a great amount of public interest.

Perhaps Mr. Morris has not faith yet in the six-cylinder engine for a vehicle of this power. Certainly some of the new small "sixes" have proved disappointing, and a good "four" is certainly better than a poor "six," but one would like to see the introduction of a good, inexpensive six-cylinder medium-powered car from this firm.

ABOVE THE AVERAGE.

The new model has an exceptional ground clearance; it is roomy and its road performance, as the following summary shows, is above the average for a car of this rating:—

SPEED.—Maximum reached 58 m.p.h. under favourable circumstances. The car will maintain a speed of 50 m.p.h. easily. Third-gear speed about 35 m.p.h.

PETROL CONSUMPTION.—About 20 miles to the gallon.

OIL CONSUMPTION.—Negligible on 250-mile run.

GEAR CHANGE.—The top gear was inclined to stick a little, otherwise the gear change was simple.

BRAKES.—Effective, but the foot brake required rather heavy footwork. Some mechanical aid to the application of this brake would be an improvement.

(Continued on next column).

GOLF.

THE BRITISH OPEN COMPETITION.

QUALIFYING ROUND.

[THROUGH REUTER'S AGENCY.]

LONDON, July 11th. The first round of thirty-six holes in the qualifying competition for the British Open Golf title was played at St. Andrew's to-day, the leader at the close of the day being Gollins, of Fourquex, France, who took 71.

Other scores include:

Ernest Whitecombe	72
W. Melhorn (America)	73
Cyril Tolley	73
Aubrey Boomer	73
C. Whitcombe	74
Jim Barnes (America)	74
J. Kirkwood	75
"Bobby" Jones (America)	76
George Duncan	80
Arthur Havers	81
Roger Wethered	82

ACCOMMODATION.—The saloon body is exceptionally roomy.
STEERING.—Satisfactory.
SPRINGS.—Satisfactory.

GETTING RID OF DAZZLE.

One of the features I liked best about the car was its third gear. The change down is simple and acceleration on this gear excellent. There is no excuse to cling to top. Severe hills can be taken at good speed on this gear, which has the additional merit of being silent. Acceleration on top was also good, but the engine rather calls attention to itself when picking up from say about 12 to 30 m.p.h. At 40 the running was quite sweet.

Equipment is on the usual lavish Morris scale. Here the dipping headlights are an excellent feature—in fact, in my opinion they are the real solution to the headlight dazzle problem. The lever controlling them comes easily to hand, and the beam can be directed to an angle that gives a decent driving light and also helps an approaching driver. I found them very useful too when driving through mist.

To sum up the new Morris is a good sturdy motor-car, well equipped, well finished, comfortable to ride in, and with a road performance that is distinctly above average. At its price, £375 for the saloon, it should have a wide appeal.

TENNIS.

DIOCESAN BOYS' SCHOOL v. BRITISH GENERAL HOSPITAL.

Played at the temporary premises of the School on Monday, the School won by 55 games to 44.

J. Chan and Pong Pun Fong; lost to Major Flood and Capt. Bonavia 3-8
lost to Q.M.S. Coad and S.S. Sims 5-6
beat Sim. Simmons and S.S. O'Flaherty 0-2

17-16

Ma Chiu Chong and Cheng Kim To; lost to Major Flood and Capt. Bonavia 3-8
beat Q.M.S. Coad and S.S. Sims 7-4
beat Sim. Simmons and S.S. O'Flaherty 8-3

18-15

J. A. Fisher and T. S. W. Chan; beat Major Flood and Capt. Bonavia 7-4
lost to Q.M.S. Coad and S.S. Sims 5-6
beat Sim. Simmons and S.S. O'Flaherty 8-3

20-13

Total:—Diocesan Boys' School, 55; British General Hospital, 44.

DAVIS CUP.

FRANCE TO MEET DENMARK IN FINAL.

[THROUGH REUTER'S AGENCY.]

LONDON, July 11th.

The two outstanding Davis Cup matches between France and South Africa were played to-day, France winning both, and the match therefore by five matches to love.

Lacoste beat Condon 7-5, 6-3, 6-1; and Brugnon outplayed Spence, winning by 6-2, 6-3, 6-4.

[France now meets Denmark in the final of the European Zone.]

OLYMPIAD TRIALS.

HONG KONG WIN TENNIS AND FOOTBALL.

Canton will represent South China at volleyball in the coming Far Eastern Olympiad. The National Chinese Amateur Athletic Federation have asked South China to provide a number of teams for the China Contingent at the meeting, and Canton and Hong Kong have been competing as regards selecting the best representatives.

Yesterday afternoon, in a football match at Sookunpoo, the Chinese Athletic Association representing Hong Kong beat the Canton eleven by 7 goals to nil, Hong Kong thus retains her traditional privilege of representing China as far as football is concerned.

Hong Kong also defeated Canton at tennis. The contest was not regarded very seriously, but Canton sportingly asked for a game—just in case they could bring it off.

The basketball team from South China will be provided by Canton, unless the game between the two ports taking place this morning at Ying Wa is won by Hong Kong. The last game at Canton went to the home side. The game was to have been played yesterday, but had to be postponed.

A batch of Canton athletes will leave Hong Kong this (Wednesday) morning for Shanghai for the national preliminary meeting.

BISLEY MEETING.

MALAYA WINS KOLAPORE CUP.

[THROUGH REUTER'S AGENCY.]

LONDON, July 11th.

In the Junior Rifle Meeting at Bisley for the Kolapore Cup, Malaya defeated Rhodesia by two points, Malaya scoring 545, and Rhodesia 543.

COUNTY CRICKET CHAMPIONSHIP TABLE.

The County Cricket Championship table positions up to matches concluded by July 9th (Saturday last) is as under:

	P.	W.	L.	W.	L.	Draw.	Pts.	Pts.	No.	Perc.
							For.	Ag.	of	
Lancashire	18	7	0	4	4	1	128	82	2	71.91
Notts	14	6	1	4	2	0	104	74	1	71.15
Derbyshire	14	5	1	2	1	3	96	65	2	67.71
Surrey	13	6	2	2	2	0	96	64	1	66.66
Yorkshire	17	7	3	1	3	1	120	74	2	61.66
Leicester	14	4	1	3	3	2	104	64	1	61.54
Middlesex	11	5	3	2	1	0	88	53	0	60.23
Sussex	15	5	4	4	0	1	112	64	1	57.14
Kent	16	6	5	3	1	0	120	66	1	55.00
Essex	15	4	4	3	2	1	112	67	1	50.89
Warwick	16	2	2	4	6	1	112	55	2	49.11
Northants	12	3	3	0	2	1	88	34	1	38.64
Hampshire	15	1	5	4	2	1	104	38	2	36.54
Gloucester	17	2	6	0	5	3	128	43	1	33.60
Somerset	14	2	6	1	3	0	96	30	2	31.25
Glamorgan	13	0	6	2	2	0	80	16	3	20.00
Worcester	16	1	12	0	1	1	120	15	1	12.50

H.K. & S. BANKING CORPORATION.

STAFF SPORTS MEETING.

The annual athletic sports of the staff of the Hong Kong and Shanghai Banking Corporation took place in ideal weather conditions on June 11th, on the Bank's ground at New Beckenham. There was a large gathering of the staff and friends, and the organisers had every reason to be gratified, for the meeting was not only highly successful from a sporting point of view, but proved a most enjoyable outing for all its participants. All the events were keenly contested, and special interest was taken in the tug-of-war for the challenge cup presented by Sir John C. Peter, and competed for by teams representing the Home staff, Foreign staff in London, and Eastern staff at home on leave. The result was a win for the Foreign staff. A military band played throughout the afternoon, and added considerably to the general enjoyment. Owing to the length of the programme there was no interval for tea, which was served, however, as people found opportunity to take it, in the pavilion and in a marquee. The prizes were presented at the close by Mr. R. E. N. Padfield, the following being the donors of a very handsome collection:—

Sir Charles Addis, K.C.M.G., Mr. A. H. Barlow, the Hon. Cecil Baring, Messrs. Thomas Brown, C. A. Campbell, W. Dunbar, H. D. C. Jones, D. Landale, W. E. Leveson, Lt.-Gen. Sir George Macdonogh, K.C.B., K.C.M.G., Messrs. J. Maclellan, F. B. Rickett, J. C. Dyer, Lady Cameron, Messrs. J. P. Macgillivray, D. H. Mackintosh, A. Moneur, W. Adams Oram, R. E. N. Padfield, Sir John C. Peter, Sir Newton J. Stubb, Mr. H. M. Stanley, Sir George Sutherland, Messrs. E. W. Townsend, A. M. Townsend, C. F. Whigham, H. H. Kopsch, J. D. Smart, G. H. Stitt.

THE LATE WALTER LONG'S SON.

CONSERVATIVE CANDIDATE FOR WESTBURY.

Major Eric Long, who will be the Conservative candidate for Westbury, where a by-election is necessary owing to the death of Captain Shaw, has much of the geniality of his father, the late Viscount Long (Walter Long), is a good speaker, rides well, and has all the family interest in agricultural questions. He is not a regular soldier, but a Territorial officer in the Royal Wiltshire Yeomanry.

His elder brother was killed in the war. Brigadier-general Walter Long—whose son, now a lad of sixteen, is the present peer. Major Long is quite a young man, not yet thirty-five, and if he succeeds in entering the House of Commons, he will have plenty of time before him to achieve a Parliamentary reputation, and even, perhaps, to follow in the footsteps of his father, one of the most popular men who ever went to Westminster.

FELIX HOLES IN ONE.

A GOLF STORY OF A BLACK CAT'S VICTORY.

JOHANNESBURG. How a black cat won a golf match for a player is related by a correspondent of the *Johannesburg Star*.

"After a few sliced drives and missed putts, we arrived on the last green with scores level," he writes. "I played and missed my putt by inches."

"Lying badly, my opponent would have missed the hole by a couple of feet had it not been for a black tom cat, who pounced on the ball, seized it between his front paws, and tossed it backwards into the hole, while my opponent wildly proclaimed himself champion."

—Central News.

TOO MANY IMMIGRANTS.

POPULARITY OF HAWAII.

SUGAR PLANTERS ALARM.

HONOLULU, July 4th.

A conference of sugar planters and government officials will be held this week to determine what steps can be taken to check the influx of Filipino cane workers says the *Manila Times*.

Manila dispatches, announcing the departure of the *Consuelo* with 770 Ilocano workers, alarmed Hawaiian sugar interests and aroused a general demand for action. The press, bankers and plantation owners unite in saying that there is no labour shortage in the islands and that the continued arrival of Filipino workmen can accomplish nothing but lower the living standards of workmen already here.

Sees Critical Situation.

John K. Butler, secretary of the Hawaiian Sugar Planters Association said: "The plantations of Hawaii are not prepared to absorb any such number of field workers as are coming on the *Consuelo*. If their departure stirs a general exodus of Filipino workmen in this direction, the situation will become critical."

"Furthermore there is no assurance, as far as we can ascertain, that any of the *Consuelo* labourers will meet the rigid physical requirements for entering Hawaii. They may become public charges." Butler explained that the Hawaiian planters have their own organization for recruiting and employing Filipino workmen. He said that all provisions for careful physical examinations were attended to and that only those who qualified were allowed to come into the territory.

The advantage of this system, he pointed out, was that all Filipino entering the islands were assured of employment whereas many of those on the *Consuelo* would be disappointed. He said that most of the plantations have all the workmen they need at the present time.

Hawaii, No Paradise.

"I sincerely hope," said Butler, "that the authorities in the Philippines will find a way to block the present flow of emigrants. The best method would be to spread the information that these islands are not a paradise for plantation workers. Wealth is no more easily acquired here than in any other part of the world."

He pointed out that there were a few Filipino workers riding in automobiles, most of the plantation workers were struggling to take care of themselves and their families. Even under the most ideal plantation conditions, said Butler, field workers have a difficult time to support themselves.

A series of conferences will be held beginning July 5th. Whatever action will be taken by the planter or the territorial authorities, depends on the discussions to take place this week.

YOUTH IN CITIES.

DR. SALEEBY ON THE NEED FOR GAMES.

Occupation, writes Dr. Saleeby, is one of the essential needs of our lives: work and play are its two parts, except for the very fortunate and very few whose work is their play.

In this country (Britain) we are the most highly urbanised people in the world—more the pity. Never since mankind began, have human beings been so closely crowded as four-fifths of our population are to-day.

Doubtless it was never true, even if it was ever said, that the "Battle of Waterloo was won on the playingfields of Eton"; but it may be true that the "great campaigns of peace to come" may be won, at least in part, on the playingfields of the childhood and youth of the people.

More Playfields.

If we are to maintain our national prestige in games, we must widen the field of selection by widening the fields where our young people can learn to play.

Nothing more delighted and impressed me during several visits to the United States, and Canada since the war than to see the abundant supply of municipal tennis courts, for instance, in cities large and small.

And, more recently, on the European Continent, the traveller sees how places for sunbathing and for games in the open air are being provided rapidly everywhere.

The leadership of Europe will assuredly be taken by the strong hands, far-seeing, steady eyes and well-balanced brains of young people, whether in Germany or France or Italy or elsewhere, who learn to play the game, in both senses of the words, under unpolished light and in pure air.

And the racial as well as the personal health is involved. Only the race that regards its young renews its youth.

SOCIALISTS UNFOUNDED ALLEGATIONS.

THE LICENSED HOUSES IN NANKING INCIDENT.

ANGRY PASSAGES IN PARLIAMENT.

It will be remembered that some time ago *Reuter* cabled us that questions had been asked in the House of Commons by a Socialist member as to whether house of ill-fame had been established by the British Military authorities in Nanking.

Subsequently the member unreservedly withdrew his allegations and admitted that he had been "misinformed" or in other words "gulled" by anti-British propaganda.

The whole matter roused a good deal of indignation in Parliament and in the course of the discussion the licensed houses system of Hong Kong was mentioned.

The *London Daily Telegraph* gave the following report of the incident:—

Mr. Wellock (Lab.-Soc., Stourbridge) asked the Secretary for War if he was aware that brothels filled with fifteen-year-old Chinese slave girls had been established by the British military in the settlement at Nanking for British and American troops, and that the Kuomintang women's department have protested against this action; and what action he proposed to take in the matter.

Sir B. Falle (U., Portsmouth): On a point of order, as this question raises a serious allegation against the British military authorities, may I ask if the hon. member has any ground for this serious charge? (Labour-Socialist cries of "Order.")

The Speaker: A member does not put a question unless he is personally satisfied on the matter.

Commander C. Williams (U., Torquay): On the point of order, I notice that the question brings in friendly troops. Is that in order?

The Speaker: The question is—

established by the British military. Captain King (Financial Secretary, War Office): There are no British or American troops at Nanking. (Ministerial cheers and ironical laughter.)

Home Secretary's Query.

Sir W. Joynson-Hicks (Home Secretary): Having regard to the very definite contradictions in this statement, may I ask what remedy or power we have to find out whether an hon. member has any foundation at all for putting down such a monstrous aspersion as is contained in this question? (Ministerial cheers.)

The Speaker: I think the protest that has been made will lead to more care being taken in the future. Where there is a question of doubt I usually ask a member if he takes responsibility for the statement which he makes where there is an allegation. I supposed the hon. member had some information and was prepared to take some responsibility for the statement, otherwise he would not put it on the paper.

Labour Quibbling.

Mr. Clynnes (Lab.-Soc., Plating): May I ask that in the event of your ruling that such a question ought not to be put, you will similarly rule that questions containing monstrous imputations against those of us on this side of the House should not be permitted?

Sir F. Hall (U., Dulwich): Very lame. The Speaker: I allowed the question to go on the paper assuming that the hon. member had information. It frequently happens in different parts of the House that a member may be genuinely misinformed, and therefore, puts a question. I am not proposing to rule a question out of order on these grounds; I have not the means of doing it.

Sir W. Joynson-Hicks: May I ask having regard—

Mr. Kirkwood (Lab.-Soc., Dunbarton Burghs) (interrupting): You are always monopolising the House. (Ministerial cries of "Order!")

Sir W. Joynson-Hicks (continuing): Having regard to the nature of the reply, which makes it clear that there was absolutely no foundation for the question, may I ask whether it is in your power to inquire from the hon. member who put it down what his grounds were for making such an allegation? (Lab.-Soc. interruption.)

The Speaker: No; that is not in my power. I have to rely upon hon. member's doing their best to avoid any allegations for which they are not prepared to take personal responsibility.

Amends Promised.

Mr. Wellock: I put down the question on definite information that was given to me. Obviously there is some mistake in the matter, and I think it is my duty to make definite inquiries, and to make any amends for any mistake that has been made. (Cheers.)

(Continued on next column).

WORLD'S OLDEST SILVERWARE.

REVIVING THE BEAUTIES OF 3500 B.C.

TREASURES OF UR.

Wonderful treasures from Ur of the Chaldees (the birthplace of Abraham in Mesopotamia) are being revealed in all the beauty which was theirs more than 5,000 years ago in the laboratory of the British Museum.

Gold and Silver ornaments and copper implements are gradually recovering their original brightness under the treatment of Mr. C. L. Woolley, leader of the expedition to Ur of the Chaldees, and the staff of the laboratory.

A bewildering array of articles included perfect strings of gold and lapis-lazuli beads, threaded exactly as they were worn thousands of years ago.

Part of a massive silver belt, from which hung a gold dagger, a signet, and a small toilet set, has been treated and part is just as it was taken from the tomb of some dead leader of an ancient people. The polished part gives an indication of what must have been the beauty of the whole.

Perhaps one of the most interesting of the exhibits is a silver dish which is thought to be the oldest piece of silverware yet discovered. It is engraved with a beautiful pattern, and it is difficult to realise that the art of the silver-smith had reached such heights in the period about 3500 B.C. Part of the dish, unfortunately, is imperfect through contact with another metal.

Decaying Silver.

A curious ornament consists of an ostrich egg decorated with layers of shells set in bitumen, while an image of a bull made of shell is in a quite perfect state.

Silver articles present far more difficulties than gold ones, for in most cases the silver is badly pitted or in a crumbling state. Two hair ornaments offer a case in point. Mr. Woolley was carefully brushing the tresses in one tomb, and he actually brushed away one of the ornaments before he realised what he had done, so soft was the silver of which it was composed. The other ornament he saw in time, and it is in the collection.

ITALIAN DEATH MYSTERIES.

VICTIMS FOUND KNIFED AND BURIED NAKED.

The hint of a wave of Fascist terrorism is contained in the extraordinary number of obvious murders which are reported in the *Fascist Press* under the discreet but significant description of "mysterious deaths." The belief is growing that this term is used merely as a cloak for the work of Fascist terrorists.

Attention is drawn to the fact that, notwithstanding the impressive frequency of these "mysterious deaths"—no fewer than 14 such cases have been mentioned by the *Milan papers* alone during the last six weeks—there is no indication that the Fascist police authorities are doing anything. Their apathy and aloofness are causing the greatest alarm—greater than the "mysterious deaths" themselves.

One of these cases gave rise to exciting scenes outside the hospital in Parma, when the body of a young woman, found dead in a field near a sugar refinery, was exposed in the morgue.

Strange Circumstances.

The conditions in which her body was discovered are characteristic of these methods of murder. She was found with no clothes, with a large knife-wound in her throat, and buried, as a first inquest has established, far from the place where she was murdered.

Thousands of people gathered outside the hospital, and eventually the police had to intervene for fear of disturbances, and doubtless also because the excited crowd was manifestly hostile to the Fascist authorities.

A day before this Parma discovery a similar one had been made at Nosate, near Milan.

The body of a young man was in this case found with a large knife-wound in the throat, almost without clothes, and concealed in a shrubbery, which a first inquest has also established is not the place where he was murdered.

In Hong Kong and Singapore.

Lieut. Commander Kenworthy (Lab.-Soc., Hull, Central): Every-one sympathises with the Home Secretary's point of view, but I want to put this question of fact, that in the British Colony of Hong Kong, and the same applies to Singapore, there have been for many years licensed brothels, about which questions have been raised in this House. This is known to every Eastern traveller, and I put it to you, therefore, Mr. Speaker, that the Home Secretary is not in order in imputing any lack of care to hon. members on this side of the House, because of this unfortunate question. (Ministerial cries of "Order.")

The Speaker: I think the statement made by the hon. member who made the question is quite in accordance with the traditions of the House. (Cheers.)

The strength demanded by overseas conditions

cannot be attained except by the use of the very finest possible materials, and it is just because only such materials are employed throughout the entire range of Austin Cars, irrespective of their price, that Austins are so well known to-day in every part of the world.

Even the most luxurious of Austin Cars is by no means prohibitive in price, whilst the "Seven" models are so inexpensive as to be within the easy reach of almost anyone. They are beautifully finished and the very essence of reliability, ready for tens—and sometimes hundreds—of thousands of miles under the most arduous conditions.

And not the least of their many merits is their decided economy in running and maintenance.

Austin

CARS

WIT AND WHEELING FOR WOMEN'S HOSTELS.

MR. G. B. SHAW'S AND MR. ST. J. ERVINE'S EPIGRAMS.

UPHOLSTERED WOMEN OF THE VICTORIAN ERA.

The audience at the King's Theatre, Hammersmith, where a meeting was held in aid of the "Cecil Houses" for homeless women, was told by Mr. St. John Ervine with most brutal frankness that it had been brought there not to be entertained but to pay up. Sir Gerald du Maurier, on the other hand, assured them that they should feel it a privilege to pay for an entertainment of such excellence, and they responded by contributing over £2,000 to the fund. Having been introduced as a great Englishman, he began his speech in French and continued with the admirable facility in which he indulges on such occasions, to charm money from the pockets of all the houses. The perils of the audience became more deadly when Lady Lovat joined him. Lady Mitchellham, who was sitting on the platform, set the pace with a promise of £300, and presently paid another £100 for Sir Gerald's bag of 50 sovereigns. Miss Margaret Bigge, Lord Stanfordham's daughter, accepted Sir Gerald's offer to toss him for £10 and when she won, added £10 of her own. A lady in the audience promised £500, and a great many people gave from £1 to £25. Finally Mr. Bernard Shaw arose to point out that he had not given a farthing, yet no one had shamed him, whereupon Sir Gerald beginning with mesmeric passes did his best to secure a contribution. "I am doing a dangerous thing," Mr. Shaw said at last. "Everyone knows I never give to anything, but if you people make it £2,000 I will make it guineas. And guineas it became. Lady Moyers, who had lent the theatre, and who presided, spoke of the misery of the homeless women who for lack of other shelter sleep in the open or creep into the Adelphi arches, and Mr. St. John Ervine said he had seen the unhappy wanderers there and elsewhere. Wretched as they were he thought the community that could tolerate such a state of things should feel still greater misery and humiliation.

Mrs. Cecil Chesterton wanted to build more houses where women could sleep comfortably, and there they would be admitted without questioning.

Mr. Shaw on Victorian Women.

Mr. Bernard Shaw said he was present at the meeting as a relic of the Victorian age, and he would explain to the younger hearers why it was that when men had been provided with hostels the need of the women should be ignored. He told what he regarded as a relevant story about the shock he had received as a child of five, when accustomed to see women wearing crinolines and looking like mountains surrounded by pinched figures, he saw for the first time wearing a skirt without a crinoline. "It gave me the impression," he said, "that she had legs." The men of that day did not admire the appearance of men, but they were determined to regard women as beings of another race. Women were to be angels. They were to wear clothes that concealed their shape. They were not dressed; they were upholstered, and if they were not studded with buttons like upholstered furniture they had lots of little trimmings that conveyed the same effect. "The last woman I remember seeing who appeared to be upholstered," said Mr. Shaw, "was Miss Marie Cordeli. I look round this audience and I see no woman now

who has that appearance." He developed his theory that, because men chose to ignore the fact that all women were human beings with all the human need of comfort, it did not occur to them that lodging-houses were as necessary for homeless women as for homeless men.

"Woman a Human Being Like Myself."

"But while fashions have changed, the Victorian idea that woman is a separate creation still exists. My secret as a dramatic author, the secret that extraordinary knowledge of woman which enchants the whole world, is that I have always assumed that woman is not a separate creation but that she is a human being very much like myself. It is due very largely to the Victorian idea that we have the extraordinary state of society which neglects to provide for women what is provided for men as a matter of course. Lord Rowton provided lodging-houses for men, but similar provision was not made for women. Mrs. Chesterton wants you to make it. This is a job that ought to be done by the London County Council, but it must first be set on foot by private enterprise."

The Disreputable Preferred.

"I daresay many of you will be driven to the Cecil houses," added Mr. Shaw, gazing at the prosperous audience. "I tell you as a matter of statistics that you will be put down as a respectable person, but don't harp on your respectability, or they will say that if you are as respectable as all that you must have friends who can look after you. If I were applying for admission to a Church Army home I should say: 'I don't know how it is, but I don't seem able to go straight. The Salvation Army have thrown me out. They can do nothing with me.' I should know that the moment that was out of my mouth the Church Army would take me in. I believe in all the refugees you will find women of absolutely spotless virtue who have got in by representing themselves as evil characters, for it is obvious to much more interesting to help the evil than to look after the respectable."

Mr. Shaw thought that if Mrs. Chesterton had continued her investigations for a longer period she would have found more contentment among the homeless people than she recognised in a brief survey. The glorious irresponsibility of the wanderers had its attraction. "One of the things we have to do," he said, "is to prevent people discovering what a jolly thing it is to sleep out."

Mr. Somerville, hon. financial adviser to the fund, said that the first of the Cecil houses was already paying its way. The weekly takings were £15 and the costs only £12, so they were able to save towards the price of the freehold. This first house had proved how greatly more homes were needed, for there were far more applications than could be dealt with.

An Offer From America.

The fact that Mr. Shaw was offered £5,000 by an American hostess if he would "cross the Atlantic, dine with her, talk a little to her guests, and catch the next boat home" was revealed by Sir Gerald du Maurier. Mr. Shaw smiled and nodded assent when asked by Sir Gerald to corroborate the story. —*Manchester Guardian.*

LORD LANSDOWNE'S FUNERAL.

PEERS AND LABOURERS SIDE BY SIDE.

Peers stood by the side of labourers in a common tribute to the memory of the late Marquess of Lansdowne at the funeral service in the little church at Calne, Wiltshire, to-day.

The church stands on a hill only a few hundred yards from Bowood Park, where Lord Lansdowne spent the greater part of his long life, and to which his remains were brought from Ireland after his death.

The coffin was borne from Bowood House on a farm wagon, drawn by two stalwart cart horses. This was in accordance with Lord Lansdowne's wishes. Six of his tenants were the pall bearers, and Lord Kerry, the son and heir, walked behind.

The King was represented, and those present included the Duke and Duchess of Devonshire, Lord and Lady Methuen, Duke and Duchess of Abercorn, the Duke and Duchess of Beaufort, and the Earl and Countess of Pembroke.

A memorial service at St. Margaret's, Westminster, was very largely attended. The Royal Family was largely represented, and many peers and diplomats and representatives of Ministers were present.

PUT ON THEIR HONOUR.

PLAN TO STOP RAIL PILFERING.

Faced with serious losses during the transit of goods, the president of the L.M.S. Railway called Mr. J. H. Thomas, M.P., as the leader of the National Union of Railwaymen, into conference.

Mr. Thomas disclosed this fact at a meeting of railwaymen at Glasgow. He added that

Instead of employing extra police, they had mutually agreed to put the railwaymen on their honour. He hoped that the confidence would be justified.

There were lively scenes at the Glasgow meeting. Mr. Thomas facing hecklers for nearly an hour. He was asked if he would recommend a refusal by railwaymen to attend a Lord Mayor's banquet at the Mansion House. He explained, with spirit, that it was an afternoon reception that was referred to, not a banquet, and that for the first time railwaymen had been invited along with the directors. The workers would be in the great majority; it was a compliment to their great organization.

The question, he said, was: Were they to refuse to go in order to demonstrate their hostility to the Trade Union Bill. Such action, he held, would be insulting somebody for doing a courteous act, and he was sure that railwaymen would accept the homage paid by the Lord Mayor. —*Daily News.*

TRAFFIC COURT CASES.

A BATCH OF OFFENDERS SUMMONED.

SIGNAL'S SICKLY HUE.

There was a batch of traffic cases, yesterday morning at the Central Magistracy before Major O. Willson.

The adjourned case in which Dr. S. C. Ho was summoned for failing to obey traffic signals in Arsenal Street came up for hearing, after having been adjourned last week so that Major Willson should see the signalling lamp, which defendant complained was so high that no driver could watch both the road and the lamp.

Yesterday, Major Willson said: I saw this light in Arsenal Street and do not think that it is unduly high. I noticed, however, that the lights were not bright, especially the green one, which had a sickly hue."

Defendant was fined \$5.

IN A HURRY.

The driver of motor car No. 222 was summoned by Sgt. Clark for speeding and failing to produce his driver's licence. He admitted both charges. The Sergeant said the offence was committed in Des Voeux Road West. The witness said 40 m.p.h. on his motor cycle and failed to overtake the defendant, who had a start of about 220 yards which was increased to 550 yards when the witness gave up the chase. The defendant who had held a driver's licence of 12 years standing was fined \$15. For failing to produce his licence, he was fined a further \$5.

The driver of a Sanitary Board dust lorry was summoned for speeding. He admitted the charge and said that he did so because he had two more loads to carry. According to Sgt. Baker the defendant was going at 25 m.p.h. in Queen's Road Central. It was pouring rain at the time and the road was very greasy. A fine of \$20 was imposed.

For travelling at a speed of 27 m.p.h. in Des Voeux Road between Centre Street and the Macao wharf at night the driver of a motor car No. 59 was fined \$20. Another night speeder who travelled at 33 m.p.h. in Des Voeux Road West between Wilmer and Whitty Street was fined \$15.

The fine was \$20 in the case of the driver of a motor car who went at 30 m.p.h. from Eastern Street to the Harbour Office. Sgt. Clark said the defendant was going at this high speed in Des Voeux Road West where there was always a lot of traffic.

AN S.C.A. LICENCE.

CHINESE GIRL NOT DECEASED.

A young Chinese who promised to obtain an S.C.A. licence for a girl on payment of \$20 appeared again at the Central Magistracy yesterday on a charge of obtaining the money by false pretences.

The girl stated that she met accused on the Macao steamer, and he had told her that if she gave him \$20 he would try to obtain the licence for her.

The Magistrate (Mr. R. E. Lindell) remarked that there was no evidence that the money had been obtained by false pretences. The defendant had merely said "If you give me the money I will enter into the S.C.A. people and make it easy for you to obtain your licence." Defendant had not claimed that he was actually in a position to obtain the licence.

The defendant was discharged. Mr. D. McCallum, defending, said he was prepared to guarantee that the money would be refunded. The Magistrate directed the police to accompany the girl to Messrs. d'Almada and Mason's office to collect the money.

Mr. George Henry Rippin, of Olisold Road, Stoke Newington, N., who died on March 27th, aged 78, left estate of the gross value of \$28,278. Among his bequests he left £100 each to the British and Foreign Bible Society and the China Inland Mission, and after the payment of numerous legacies one-fifth of the residue each to the British and Foreign Bible Society, the China Inland Mission, and the Salvation Army.

HONG KONG TUG AND LIGHTER CO.

LOSS OF OVER TWENTY THOUSAND DOLLARS.

The report of the General Managers of the Hong Kong Tug and Lighter Co., Ltd. (Messrs. Shewan, Tomes & Co.), which is to be presented to shareholders at the third yearly meeting, which is to take place on July 22nd, states that the balance at debit of Profit and Loss Account for the year ended 31st March last, is \$23,068.20, which is carried forward to a new account.

The Profit and Loss Account shows that the earnings by lighter were \$48,025.00, and that the outgoings on the year's working amounted to \$73,000.40.

In the Auditors' report, signed by Messrs. Percy Smith, Seth and Fleming, it is explained that no provision has been made for depreciation of the Company's fleet, moorings and sundry equipment (shown at \$505,283.00), and that the market value of securities deposited by Messrs. Carroll Bros. against their loan of \$28,738.60, was \$7,000 at March 31st, and that no interest charged on the loan has been carried to profit and loss account.

The debit to profit and loss account prior to the year under review was \$22,727.40, which, together with the loss of \$23,068.20 for the present year, makes a balance at debit of profit and loss account of 46,385.60.

Consulting Committee.—In accordance with the Articles of Association, the present Committee, Messrs. W. J. Carroll, C. P. Marcel and Li Tse Fong retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Percy Smith, Seth and Fleming, Messrs. Percy Smith, Seth and Fleming are eligible for election.

BRITAIN'S OLDEST ADMIRAL.

CHASING CHINESE PIRATES IN 1855.

Admiral Sir Edmund Fremantle, Britain's oldest admiral, celebrated his ninety-first birthday on June 15th. Sir Edmund, as a midshipman in the frigate *Spartan* in 1855, went out from the ship chasing pirates in Chinese waters. Separated from the other boats, he sighted two large Chinese junks and chased them. They carried small cannon, but no small arms, and their favourite weapon was a stink-pot. His boat was only a gig with five men, and so small that the stink-pots missed and fell in the sea. The junks had each fifteen men on board, but he captured them and took two days to sail them back to the *Spartan*, where, according to Sir Edmund, "My captain, a son of Sir William Hoste, who was one of Nelson's captains, was extremely angry. He said it was far too risky, and he was d—d if he would not write a letter home about me."

Next morning I sent a message to Canul, the cacique of the Santa Cruz Indians, living in their native town of Tulum, about six miles to the west. I asked permission to visit his place, and while awaiting his reply spent the day getting such stores as we could salvage to Tancun, whence I hoped to get one of the small coasting vessels to take us to Cozumel.

On the following morning I was delighted to see the chief himself turn up soon after breakfast. He was accompanied by his son, a sergeant, three men, and three women. This visit was an unexpectedly friendly act, and it implied that I should be welcomed as a guest in their settlement.

FOUR WOMEN DROWNED.

TRAGEDY AT THE YUKON GOLD MINE.

KUALA LUMPUR, July 5th. A sad tragedy involving the death of four Chinese mining coolie women occurred last evening at the Yukon Gold Mine 4½ miles from Ampang.

It appears that the four women were standing on the edge of a mining pool watching the dredge when the pool gave way and they fell into the pool. Others standing further up narrowly escaped.

All the women were drowned. One body was recovered soon afterwards and another this morning. The others are still unrecovered. The dredge has stopped working and all efforts are being made to recover the bodies. —*Straits Times.*

AMERICA'S INTOXICANTS INCREASE.

WASHINGTON.

The Treasury officials estimate that Americans have consumed over 250,000,000 gallons of intoxicating beverages since prohibition, the greater part of which is described as illegal under the strict interpretation of the Volstead Act. The legal sacramental wine consumption totalled over 24,000,000 gallons and it is estimated that the home-made wine is many times greater. About 30,000,000 gallons of whisky have been released from bonded warehouses for medicinal use. The bootleg liquor consumption is very heavy, and is estimated at several million gallons annually.

The officials allege that the majority of the smuggling emanates from Canada, from which about 11,000,000 gallons beer, ale, rum, gin, and whisky are smuggled annually.

AN ANCIENT YUCATAN CITY.

MAGNIFICENT RUINS VISITED.

A MYTH OF QUEEN VICTORIA.

Dr. Gann, the well-known archeologist, gives the following account of an incident of his recent expedition to Eastern Yucatan for the purpose of examining the great Maya ruins of that country.

The Ruins of Tulum.

For the most part, he says, our way lay along the sands, which were strewn for mile after mile with all sorts of wreckage. Amongst it, by the way, was a great number of thick glass balls, about four inches in diameter and of all colours of the rainbow, the use of which I am unable to imagine. We had to leave the shore and cut across the base of a headland through a bad piece of salt water pimento bush, but at last we heard the roar of the waves breaking against the rocky headland upon which stand the ruins of the ancient city of Tulum, and then we came to the great stone wall surrounding the ruins, which is wide enough to allow five men to walk abreast on its summit.

To me the magnificent ruins were a most astonishing sight. When I last visited them they were covered with dense, practically impenetrable bush, but now I found the ruins completely cleared of jungle. From the summit of the Castillo, the great temple which dominates the ruined city from its eastern extremity, I had a magnificent view of the gleaming white buildings. It was a most impressive sight and gave one some idea of the splendours of the ancient Maya settlements in the days when their civilisation was flourishing.

I took up my quarters in the Castillo. Its chief objection as a residence is that its entrance is approached by a steep stone stairway, 30 feet high, in which many of the stones are loose. The front chamber of this temple is well lighted and ventilated, as it has a broad entrance supported by two pillars carved to represent Kukulcan, the Feathered-Serpent God of the Maya. The back room is entered by a small doorway from the front one and is in an extremely dim light, even at high noon, for it has no other aperture.

On a stone bench, or ancient altar, which runs round the sides of this room I was astonished to find a cross draped in a beautifully embroidered "pick," the skirts of the native Maya women.

By the side of it was a bundle of *Jobin*, the herb peculiarly sacred to the ancient Maya gods, a pretty sure indication that Christianity and worship of the old gods had been mingled.

An Indian Chief Visit.

Next morning I sent a message to Canul, the cacique of the Santa Cruz Indians, living in their native town of Tulum, about six miles to the west. I asked permission to visit his place, and while awaiting his reply spent the day getting such stores as we could salvage to Tancun, whence I hoped to get one of the small coasting vessels to take us to Cozumel.

On the following morning I was delighted to see the chief himself turn up soon after breakfast. He was accompanied by his son, a sergeant, three men, and three women. This visit was an unexpectedly friendly act, and it implied that I should be welcomed as a guest in their settlement.

Canul made a striking impression. He was tall for one of his race, being, I should think, 5ft. 3in. in height. He was very thin, and old, but his hair was jet black. He wore a curious purple jacket frilled and pleated to the waist, where it was tight, and below that it stood out loose like a woman's skirt. Beneath this he wore short cotton trousers, and sandals like those of the Maya of 2,000 years ago. He was wearing the insignia of his rank as general of the Santa Cruz army, a single large gold earring, hanging from his left ear. This was a beautifully fashioned piece of work, representing the sun's disc and mounted by a conventional bird with outstretched wings.

The bearing of the old cacique was suave and dignified. His son had similar manners, but the men with them were short of stature, morose, and sullen. All were armed with Winchester rifles, with which at first they were very loath to part.

The three women were dressed in the low necked sleeveless Maya "huipil," reaching almost to the knees, with the "pick" or skirt falling nearly to the ankles, both garments being beautifully embroidered.

The old cacique opened the conversation by saying that he had heard of my previous visit to the coast, and of my having been promised a safe entry to the country, which was why he had come to bid me welcome. He expressed his regret for the wreck of my boat and added, with a twinkle in his eye, "Had you made offerings to the Santos of the Santa Cruz during your last visit this misfortune would not have occurred, because they would not have allowed the winds or waters to have harmed you."

(Continued on next column).

MINISTERS MAKE POOR FILM "STARS."

ATTORNEY-GENERAL REFUSED EXPERTS' REQUEST TO "MAKE UP."

MR. CHURCHILL'S EYEBROWS.

Members of the Constitutional Club recently enjoyed the additional amenity to their club life of a free cinema entertainment with Sir Douglas Hogg, the Attorney-General, as the "star."

This is the latest of the Government's propaganda talking films. The Attorney-General is seen and heard expounding the Trade Unions Bill. The film will be sent on tour throughout the country. The speech is an interpretation in simple language of the Bill clause by clause, with a brief peroration.

Sir Douglas Hogg as a cinema performer does not challenge the supremacy of Sir Wm. Joynton-Hicks, the hero of the famous "Jix" the boy for work picture, which showed him beside one of his horses. Experts say that the Home Secretary is unrivalled by any of the other Ministers in film personality.

When Sir Douglas Hogg had his speech recorded and himself filmed he was invited to place himself in the hands of an expert in make-up. He firmly declined to have his face treated in the manner considered necessary to give his features the correct "definition" for the screen.

After some persuasion he reluctantly consented, it is stated, to the application of some cream, but the expert view is that this was not sufficient, and that the film, as such, suffers in consequence.

The Attorney-General is very restrained in gesture on the film. He had an audience of a few officials in the studio, but their presence did not stir him to that animation—never extreme—which on occasion he displays in Parliament. His voice is reproduced very faithfully.

More Showmanship Wanted.

Experts say that they have not yet had a minister with a natural aptitude for film acting. "What they all require to do," said one of the experts, "is to study showmanship. More expression should be infused into their tones, and the gestures ought to be more than the mere spasmodic movements of the arms. If, now, we could put them through a course of instruction like that it would make all the difference."

It appears, however, that ministers who have been filmed and recorded are personally pleased with their appearances. Other ministers, it is understood, are to be filmed, and there is talk of new films of the Prime Minister and of Mr. Churchill. The Chancellor, when last he acted for the Phonofilm, declined to wear artificial eyebrows which he was told would give "decoration" for screen purposes, to his features. It is hoped that on the next occasion he will be more amenable to the suggestions of the producer.

"La Reina Victoria."

"I knew nothing about your Santos then," I replied. "Do you worship them here in old Tulum? I see someone has been offering candles and jabin, the old incense."

"Yes," he said, "we come and worship here, and that is why we have cleared the old temples from the bush, although we have also a chapel of our own at our pueblo. If you wish it we will come over to-morrow and you shall see us worship here."

Naturally I told him that I should be delighted. Then we sat down and talked of things in general, the old cacique smoking my cigarettes and drinking from the only bottle of whisky we had saved from the wreck.

He suddenly startled me with this extraordinary question: "Does your English King have talks with God?"

I was completely flabbergasted, and could only answer that I really did not know, as I had never had the honour of talking with my King. This seemed to puzzle the old man.

"But," he asked, "is not your King the son of La Reina Victoria?"

I explained that King George was her grandson. "Ah," said Caul. "That may account for it. We have heard that La Reina Victoria was the best and greatest woman in the world, and that she actually had talks with God. I thought the gift would have surely come down to her son, but of course if your present King is her grandson it may not have descended to him."

The Santa Cruz Indians have been desirous of becoming British subjects ever since the war of the castles in 1843; they are very much attached to the British, and to be an "English" is still a great recommendation to them. As proof of this Caul had brought with him a gaudy cotton handkerchief bearing a picture of King George, among your last visit this misfortune would not have occurred, because they would not have allowed the winds or waters to have harmed you."

(Continued on next column).

ESCAPE FROM END OF THE WORLD.

DARING MEN SHOT TO FAR PLANET.

FORTY MILLION YEARS HENCE.

An amazing picture of life 40 million years in the future when mankind threatened by the destruction of the earth by the moon, is compelled to colonise Venus, is drawn by Professor J. B. S. Haldane, the famous scientist, in an article in the *New York World*. Writing as one of the colonists who bridged stellar spaces in a giant projectile before the final catastrophe to the earth took place, he gives a dramatic picture of man's frenzied efforts to find a new home for himself before the end came.

The Moon and Mars were both tried in turn by various expeditions sent from the earth, but in both cases colonisation was found impossible. A landing was made on Mars in the year 9,723,741, but the expedition was destroyed by the inhabitants. At last, in despair, man began to attempt the colonisation of other planets.

Pioneers Perish. As the supposed historian of the last stages of the earth Professor Haldane gives a graphic record of the march of events.

"By the year 5,000,000," he writes, "the human race had reached equilibrium; it was perfectly adjusted to its environment; the life of the individual was about three thousand years, and the individuals were happy. 'The abolition of the pain sense, which was accomplished before the year 5,000,000, was the most striking piece of artificial evolution achieved.'"

By the year 8,000,000 the length of the day had doubled, the moon's distance had increased by 20 per cent., and the month was a third longer than it had been when first measured. The earth's rotation, it was realised, would now diminish rapidly.

Half a million years after the landing on Mars the first successful landing was effected on Venus, but the members of the expedition ultimately perished owing to the intense heat and shortage of oxygen on the planet.

By the year 25,000,000 the menace of the moon had increased to such an extent that it was realised that its end, and possibly the earth's, was only a few million years ahead. Plans were then laid to forestall the approaching doom.

No Limit To Progress.

"It was possible for humanity to establish itself on Venus, if they were able to withstand the heat and want of oxygen there prevailing, and this could be done only by a deliberate evolution in that direction first accomplished on earth."

"The human material was selected in each generation, and those who were not willing were able to resign from participation."

"When all was ready for the daring plunge across stellar space to the new colony a number of large projectiles containing the specially evolved human beings were launched. Of 1,734 only eleven made satisfactory landings."

"After the immense efforts of the first colonies," writes Professor Haldane, "we have settled down as members of super-organisms with no limits to its possible progress."

End Of The World.

Professor Haldane draws this graphic picture of the end of the earth as seen by the colonists on Venus:

"The end came quite suddenly. It was watched from Venus, but the earlier stages were also signalled from the earth. The depression in the moon's surface facing the earth suddenly opened and emitted a torrent of white-hot lava, for the interior of the satellite was hot owing to radio-activity. As the moon passed round the earth it raised the temperature in the Tropics to such an extent that rivers and lakes were dried up and vegetation destroyed."

DOG GOES TO AID TWO DROWNING BOYS.

SAVES ONE, BUT FAILS WITH THE OTHER.

A dog's efforts to save two boys from drowning were described at an Enfield inquest when one of the boys, Joseph Hyde, of Avenue-road, Enfield, was complimented by the coroner, Dr. Cohen, on his pluck. Another boy, Ernest William Frederick Hobourn (15), of Gloucester-road, Enfield, was crossing a pond in a disused gravel pit at Clay Hill on two old boards used as an improvised raft. Hyde was watching from a tree, and when the raft capsized, climbed down the tree, jumped on a raft and made a plucky but unsuccessful attempt to save Hobourn.

Hyde's dog, a terrier, swam into the water, gripped hold of Hobourn, but just before he reached the bank the boy sank. The dog then swam out to Hyde, who was in difficulties in the pond, and pulled him into the bank, where he was able to get out.

A verdict of Death from Drowning was returned.

BIGGEST BRIDGE IN THE WORLD!

OVER SYDNEY HARBOUR.

IMPORTANT EFFECTS ON THE CITY'S LIFE.

Puny scratchings of man, in the huge masses of rock that rise on either side of Sydney Harbour, marked, a few months ago, the beginning of the realisation of a dream of over a hundred years.

To-day, the world, sailing in through the headlands of Port Jackson, can see clearly the first stages of the great stride that is to carry a Colossus of stone and steel across the harbour.

It was as far back as 1824, writes the Sydney correspondent of *The Times*, that Sydney laughed at the dreamer who talked of a Harbour Bridge.

Ten years later they had learned to shrug their shoulders at "Greenway and his bridge"; and they turned with admiration to the practical work of the Rev. Dr. Lang, who caused to be built, in enduring stone, the first Scottish Church of Australia.

At this moment the old Scots Church is being demolished to make way for the approaches of the Bridge.

Political Questions.

The Bridge has been practical politics for generations, though its construction is now little more than begun. Thirty to 40 years ago elections were won and lost on it as an issue. Finally, it became part of the platform of every party.

Oddly enough, the Ministry which at last let the contract and turned the sod was thrown out by the people at the first opportunity, mainly on the charge that it was a Ministry which never did anything.

And that circumstance holds up the mirror to an aspect of human nature which perhaps is not singular to New South Wales.

A British Contract.

"The biggest bridge in the world Sir," the portly citizen will tell a visitor. For the main span of this structure, arching proudly over the water, will be 1,650 feet long.

There must be added ten approach spans, giving a total length, from terminal pier to terminal pier, of 3,770 feet, to fulfil the contract, which was let to a contractor in the homeland at £4,200,000.

The closing of the gap between the two halves of the arch now being erected will be done by loosening the jacks on the holding cables.

Until this is done, each half of the bridge will form a railway, hung in the sky, along which will creep the cranes to hoist and carry the great girders which will make the next section of the arch.

The engineers call this contract "the job," but to fulfil it a new town has been established at Moruya, on the coast.

It has been named Granite Town. There all the granite for the bridge is quarried.

The contracting company has built, up to this date, 62 4-roomed houses for workmen, and has erected three bachelors' "huts" (to use the Australian term), each with accommodation for 40 men; and the Education Department of the State has erected a school.

Carrying the Granite.

Three steamers built to carry the granite from the quarry to the bridge workshops on a deepwater shore at the bridge site; docks for barges and all facilities for unloading overseas cargoes on the site—these are some of the provisions of the contract.

There are 250 men in the workshop now, but when the work is in full swing there will be 700.

And what is it for, this great bridge of Sydney? Its imposing structure will link up two sections of a leading Empire city.

For Efficiency.

It is going to reduce the daily journey from the more northerly suburbs from an hour to half-an-hour, and so save millions of wasted hours in a year.

It will save some miles of rail haulage on all the produce of the great fertile regions of the north and north-west of the State, and on all the goods sent to them.

And it is being financed by a special tax on properties which in many instances already are enormously enhanced in value.

NEW ROTTERDAM LLOYD LINER.

THE MOTOR VESSEL "SIBAJAK."

DETAILS OF ENGINES AND CONSTRUCTION.

Plans of the new ship of the Rotterdam Lloyd S.S. Co., the motor vessel *Sibajak*, which is the second oil-engined liner to be built for this Company have now been published.

The following are the leading details: Length overall, 630 ft., Length h.p., 508 ft. 0 ins.; Beam, 42 ft. 0 ins.; Depth to "D" deck, 38 ft.; Loaded draught, 27 ft. 2 1/2 ins.; Machinery power, 10,200 h.p.

There are some interchangeable first and second-class cabins, and the number of passengers who can be accommodated are: First class, 109 or 226; Second class, 142 or 196; Third class, 68; Fourth class, 34.

Cargo is carried in four holds and 'tween decks, two forward and two aft of the engine-room, the total capacity, exclusive of the refrigerating chamber, being in the neighbourhood of 270,000 cubic feet. Fuel oil is accommodated in the deep tanks forward of the engine-room and in double-bottom tanks under the deep tanks, the total capacity being about 1,000 tons, reckoned at 40 cubic feet to the ton. The daily fuel consumption will probably be in the neighbourhood of 45 tons daily for all purposes.

Tank Capacity.

In five of the double-bottom tanks drinking water may be carried, whilst five will accommodate water ballast and one cooling water; 90 tons of drinking water can be loaded in the fore-peak tank and 310 tons in an after tank, with 185 tons of water ballast in the after-peak. The total quantity of drinking water is 834 tons and of water ballast approximately 708 tons.

The accommodation of the ship's officers, as well as the engineers, a few passengers are also berthed forward on this deck. On "B" deck at the forward end is the social hall, an attractively shaped saloon, with the smoking room just aft. A special nursery deck is provided aft, together with a nursery of relatively large size, and right aft on deck "B" is the third-class smoking room. On deck "C" are most of the first-class cabins of the single and two-berth type, with a couple of cabins de luxe forward.

Aft are located the second-class smoking saloon and ladies saloon, and on deck "D" are more first-class and second-class cabins, the third-class dining saloon with 62 seats being right at the after-end of the ship on this deck. Below on deck "E" is the first-class dining saloon with 170 seats, and the second-class dining saloon aft with a similar seating capacity. Two and three-berth second-class cabins are located on this deck, besides cabins for 20 third-class passengers.

The Machinery.

The *Sibajak* is being built at the De Schelde yard, where the Sulzer-type machinery has also been constructed. The two engines each have an output of 5,100 h.p. when running at 35 r.p.m., and have eight cylinders, 700 mm. bore with a piston stroke of 1,340 mm.; the controls of the engines are at the engine-room floor level, and each motor drives its own scavenging blower. This is a modification of the usual system of turbo scavenging generally employed with machinery of the Sulzer type. Two five-cylinder Sulzer engines of 520 h.p. are coupled to dynamos, in addition to a 200 h.p. Sulzer engine generator for the supply of current throughout the ship.

MOTOR SHIP ACTIVITIES.

Considerable activity is recorded in the motor shipbuilding industry, according to the *The Motor Ship*. Last month orders were placed for 25 tankers and cargo vessels, totalling 200,000 tons deadweight, all to be equipped with internal-combustion machinery, in addition to two 16-knot transatlantic liners for the Hamburg-Amerika Line, which thus follows the White Star Line and the Swedish-America Line in adopting oil-engine drives for passenger ships trading to America. In several Swedish and Danish yards which have concentrated solely upon the construction of motor vessels, there is work in hand for between 18 months and two years. Three prominent shipbuilding concerns in Sweden, for instance, between them have 13 berths, and contracts on hand for 24 motor ships. Comparatively few of the vessels ordered last month were built at British yards, but it is understood that seven passenger and cargo liners will be ordered in this country within the course of the next few weeks.

WORLD TOURISTS.

EIGHT LINERS TO COME NEXT SEASON.

"RYNDAM," "FRANCONIA," "BELGENLAND" AND OTHER "OLD FRIENDS."

No fewer than eight round-the-world tourist liners are due in the Far East in the next tourist season. The travel department of the American Express Company have given this information and among the vessels are two "college liners." Two of the tourist liners are due in February, four in March, and two in November.

In February the first of the liners, the R.M.S. *Empress of Australia*, 22,000 tons, is due. Her cruise is under the direction of the Canadian Pacific Line.

The Red Star liner *Belgenland*, 27,000 tons, follows in the same month, and this, incidentally is the largest liner to circumnavigate the globe. Her cruise is operated by the International Mercantile Marine Company in co-operation with the American Express travel department.

The third vessel to arrive, and the first of three Cunard liners, will be the *Caledonia*, 16,700 tons due in March. The Frank C. Clark tourist bureau are in charge of this tour.

Then comes the *Samarina*, under the Raymond and Whitcomb Company, also arriving in March.

The third Cunard liner will be the *Franconia*, a well-known visitor with tourists to this port, as is also the *Belgenland* and *Resolute*, and she is bringing tourists under the auspices of Thomas Cook and Son, and will also arrive in March.

The sixth liner will be the Hamburg-America Line *Resolute*, 20,000 tons, due also in March.

Arriving in November is the *Ryndam*, known as the floating "Varsity," which was here with American students last year, and will be calling again in November on a "college" cruise.

The other liner to come here is the *Aurania*, of the Cunard Line, also on a world college cruise, and is scheduled to arrive in November.

The new K.P.M. steamer *Op Ten Noort* is to make a cruise around the Orient and her itinerary includes Singapore, Bangkok, Saigon, Manila and the Dutch East Indies.

VESSELS EXPECTED.

Adras (Blue Funnel), due July 18th.

Aeneas (Blue Funnel), due Sept. 28th.

Amazon (M.M.), due July 19th.

Antenor (Blue Funnel), due July 21st.

Arafura (E. & A.), due July 26th.

Athos II. (M.M.), due August 30th.

Celestus (Blue Funnel), due Sept. 10th.

Chenonceaux (M.M.), due August 2nd.

D'Artagnan (M.M.), due September 13th.

Devanha (P. & O.), due August 4th.

Empress of Canada (C.P.R.), due July 18th.

Eurylochus (Blue Funnel), due September 11th.

Garbata (B.I. & Apear), due July 25th.

Hector (Blue Funnel), due August 25th.

Kashmir (P. & O.), due September 29th.

Keemur (Blue Funnel), due Sept. 30th.

Khyber (P. & O.), due August 4th.

Lycan (Blue Funnel), due Sept. 2nd.

Macedonia (P. & O.), due October 13th.

Malwa (P. & O.), due September 18th.

Mantua (P. & O.), due November 11th.

Mendacus (Blue Funnel), due Aug. 19th.

Mongolia (P. & O.), due October 28th.

Morea (P. & O.), due August 18th.

Muensterland (Hugo Stinnes Linien), due to-morrow.

Nagpore (P. & O.), due August 29th.

Ningchow (Blue Funnel), due Aug. 27th.

Nyanza (P. & O.), due September 14th.

Perseus (Blue Funnel), due July 17th.

Philactes (Blue Funnel), due Aug. 6th.

Ravipindi (P. & O.), due July 21st.

Rhezenor (Blue Funnel), due Aug. 1st.

Santhia (B.I. & Apear), due July 16th.

Takliwa (B.I. & Apear), due to-day.

St. Albans (E. & A.), due Sept. 5th.

Tanda (E. & A.), due August 8th.

Telemachus (Blue Funnel), due Aug. 6th.

Tilawa (B.I. & Apear), due July 20th.

Yalou (M.M.), due July 22nd.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF BEDFORD" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th July, 1927, will be subject to Rent. All Claims against the Steamer must be presented to the Undersigned on or before 26th July, 1927, or they will not be recognized.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 12th July, 1927. [5115]

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENVRAKIE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 9th July, 1927. [5110]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 12th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer...	29.77	29.72	29.71
Temperature...	81	81	81
Humidity...	70	91	68
Wind...			
Direction...	W	Cal	WSW
Force...	2	0	2
Weather...	C	B	C
Rain...	0.06	0.00	0.00

Highest open-air Temperature, 12th: 88

Lowest open-air Temperature, 12th: 81

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Qualls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From July 13th to 19th, 1927.

HIGH WATER. LOW WATER.

Days of Week	Date	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	13	h. m.	ft. in.	h. m.	ft. in.
		7 26	7 1	1 10	2 3
Thur.	14	8 25	3 9	3 12	0 3
		9 13	8 9	4 44	2 9
Fri.	15	10 13	8 9	3 50	0 4
		10 59	4 0	4 29	0 1
Sat.	16	11 36	8 0	2 57	2 8
		11 44	4 1	3 10	0 0
Sun.	17	12 23	7 9	3 38	2 8
				5 53	0 2
Mon.	18	1 0 23	4 1	4 24	2 8
		1 13	7 6	6 38	0 5
Tues.	19	2 0 4	7 0	7 28	0 9

PASSENGERS.

DEPARTURES.

European passengers per s.s. *Shinyo Maru*, for San Francisco via ports, on July 12th:—Mr. Ri Enpit, Mr. Ri Enito, Master Stanley A. Broadbridge, Mr. Klainschmidt, Miss Pansy Shaw, Miss Olga Surh, Miss Suey Surh, and Mrs. P. S. Cassidy, Lt. H. Elliott, Mr. J. da Silva, Mr. K. Saegusa, Mr. H. G. Duncombe, Mr. L. H. Fairclough, Dr. and Mrs. R. E. Tottenham, Mr. and Mrs. J. Ring, Lt. Col. W. D. Barber, Major Jackson, Mr. R. Blake, Mr. J. N. Barnett, Mr. G. J. Trindler, Miss M. M. Bustillos, Mr. and Mrs. L. O. Heck, Miss V. Kettwell, Miss R. Kettwell, Master J. Kettwell, Mr. and Mrs. H. A. M. Tamson, Mr. J. E. Kromme, Mr. H. Engberg, Mr. H. C. van Bergen, Miss C. H. van Bergen, Mr. J. H. Tucker, Mrs. M. Richards, Mr. C. A. Partridge, Mr. C. T. Cox, Mr. L. H. Hutchings.

Per s.s. *Kakuyo Maru*, for South America via ports, on July 11th:—Mr. T. Uchida, Mrs. S. Tase, Miss Y. Tase, Miss E. K. Liedholm, Mr. and Mrs. G. K. Desha, Master D. Desha, Master G. Desha, Mrs. D. Rohm, Mr. and Mrs. A. Swift, Master M. Swift, Miss M. Swift, Miss L. Lockwood, Mr. H. A. G. Clark, Mr. and Mrs. J. Montiel Olvera.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

OHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "IXION"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 11th July.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th July, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st August, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

11th July, 1927. [5112]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "NOVARA."

ARRIVED HONG KONG ON 11th JULY, 1927.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DONALD, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 31st July, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 11th July, 1927. [5111]

VISITORS TO CANTON.

Should Purchase.

A BOOK FOR THE GLOBE.

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BY CAPTAIN C. V. LLOYD.

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OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

M.S. "MUNSTERLAND" (H.S.L.) ... due here on or about the 15th July
S.S. "OLDENBURG" (H.S.L.) ... due here on or

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
These New Vessels maintain a Regular Service from
HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong on or about	Sailing from Hong Kong on or about
TAIPING	In Port	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September
CHANGTE	11th October	18th October

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

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JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(EILERMANN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "CITY OF CHESTER"	...	Via Suez Canal	14th July.
s.s. "HELENUS"	...	Via Suez Canal	31st July.
s.s. "CITY OF BEDFORD"	...	Via Suez Canal	14th August.
s.s. "MENDOTA"	...	Via Suez Canal	28th August.
s.s. "CITY OF NORWICH"	...	Via Suez Canal	11th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

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HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.



LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
s/s "YANG TSE" ... 5th August.

s.s. "YALOU" due to arrive from DUNKIRK, LONDON,
HAVRE about the 22nd July.

SERVICES CONTRACTUELS (Mail Service)

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
SPHINX	...	...	19th July
PAUL LECAT	...	...	2nd Aug.
AMAZON	...	...	16th Aug.
CHENONOUX	17th June	18th July	30th Aug.
ATROS II	29th July	30th Aug.	27th Sept.
DARTAGNAN	12th Aug.	13th Sept.	11th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
A CLASS 1st Class, £ 99. 0d. B CLASS 1st Class, £ 85. 0s. 0d.
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M.V. "MALAYAN PRINCE" ... 28th July, 1927

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VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO.,
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sell you something else for extra profit—do not accept it. Insist on
having VETARZO. The genuine has words "VETARZO" REMEDIES
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Shipping News Arrivals and Departures, etc.

ARRIVALS.

July 10th.
City of Chester, British str., 3,321 tons, Capt. F. W. Lutton, from Yokohama, which port she left on April 4th, lying at buoy No. A10.—Bank Line.

Portland, British str., 3,218 tons, Capt. T. O. Shaddock, from Harry Dock and Colombo. The latter port she left on June 26th, with 6,243 tons of coal and 153 tons of coke, lying at Yammati.—Admiralty.

July 11th.
Atai Maru, Japanese str., 4,540 tons, Capt. R. Yamanoi, from Kobe and Shanghai. The latter port she left on July 7th, with a general cargo, lying at buoy No. A52.—O.S.K.

City of Bedford, British str., 6,407 tons, Capt. W. Gray, from New York, which port she left on May 14th, with a general cargo, lying at Holt's Wharf.—B. & S.

Dessein, German str., 4,117 tons, Capt. Johann Meyer, from Shanghai, which port she left on July 8th, with pigs and general cargo, lying at buoy No. A1.—Melchers & Co.

Ho Sang, British str., 2,393 tons, Capt. W. Field Hook, from Calcutta and Straits. The former port she left on June 23rd, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Joguesu Maru, Japanese str., 805 tons, Capt. T. Shoda, from Canton, lying at Laichikok.—M.B.K.

Knut Hamsun, Norwegian str., 1,890 tons, Capt. P. S. Meidell, from Bangkok and Kolschlag. The latter port she left on July 4th, with rice and general cargo, lying at buoy No. B20.—Chin Sang Hong.

Tai Pak, Portuguese str., 2,081 tons, Capt. L. M. Z. Pata, from Hongkong, which port she left on July 5th, with a cargo of coal, lying at buoy No. B35.—Sun Fat S.S. Co.

Tamba Maru, Japanese str., 5,814 tons, Capt. C. Hideshima, from Kobe via Shanghai. The latter port she left on July 8th, with 4,000 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.

Washing, British str., 1,170 tons, Capt. C. Alexandre, from Shanghai and Swatow, lying at buoy No. B32.—Jardine, Matheson & Co.

July 12th.
Curpanshire, British str., 5,055 tons, Capt. H. S. Gulton, from Otaru, Vladivostok and Shanghai. The last mentioned port she left on July 8th, with a general cargo, lying at buoy No. A8.—Jardine, Matheson & Co.

Chung Wan, Chinese str., 1,234 tons, Capt. A. Lang, from Bangkok, which port she left on July 4th, with general cargo and rice, lying at buoy No. C41.—Kin Cheong Lee.

Delagay Maru, Japanese str., 4,318 tons, Capt. Kikuro Tei, from Yokohama and Shanghai. The latter port she left on July 8th, with a general cargo, lying at buoy No. A27.—N.Y.K.

Samurag Maru, Japanese str., 2,500 tons, Capt. Y. Kawasaki, from Sourabaya and Balikpapan. The latter port she left on July 4th, with soft molasses and rubber, lying at buoy No. A26.—Nanyo Yusen Kaisha.

Tara, British str., 3,322 tons, Capt. Calhoun, from Singapore, which port she left on July 7th, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.

Tjikembang, Dutch str., 5,028 tons, Capt. T. P. Schattner, from Hongkong and Keelung. The latter port she left on July 10th, with a general cargo, lying at buoy No. A5.—J.C.J.L.

Automedon, British str., 4,731 tons, Capt. O. B. Jones, from Dairen and Shanghai. The latter port she left on July 8th, with a general cargo, lying at buoy No. A24.—B. & S.

Van Heutz, Dutch str., 2,720 tons, Capt. J. Groothoff, from Dela via Singapore. The latter port she left on July 1st, with a general cargo, lying at buoy No. A6.—J.C.J.L.

Wing Wo, Chinese str., 503 tons, Capt. I. A. de Lencos, from Port Bayard and Macao, with a general cargo, lying at Saikong Wharf.—Yew Kee & Co.

Yamagata Maru, Japanese str., 2,322 tons, Capt. Matsuo, from Singapore, which port she left on July 8th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Yuen Sang, British str., 1,084 tons, Capt. J. H. Ferguson, from Swatow, with a general cargo, lying at West Pier.—Jardine, Matheson & Co.

CLEARANCES.

July 12th.
Atai Maru, for Singapore.
Automedon, for Singapore.
Curpanshire, for Singapore.
Delagay Maru, for Saigon.
Dessein, for Canton.

(Continued at foot of next column).

DOLLAR STEAMSHIP LINE

AND

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THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT LINCOLN	...	Tuesday, July 19th
PRESIDENT MADISON	...	Tuesday, Aug. 2nd
PRESIDENT JACKSON	...	Tuesday, Aug. 16th
PRESIDENT McKINLEY	...	Tuesday, Aug. 30th
PRESIDENT LINCOLN	...	Tuesday, Sept. 13th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

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Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
July 13	Seattle	Berengaria	Aug. 10	C'brg-S'mp'tn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'brg Aug. 26
July 27	Seattle	Aquitania	Aug. 24	C'brg-S'mp'tn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 8	C'brg-S'mp'tn Sept. 9
Aug. 10	Seattle	Mauritania	Sept. 8	P'mth-C'brg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'brg-S'mp'tn Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	C'brg-S'mp'tn Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-S'mp'tn Oct. 7
Sept. 7	Seattle	Aquitania	Oct. 5	C'brg-S'mp'tn Oct. 11
Sept. 13	San Francisco	Majestic	Oct. 15	C'brg-S'mp'tn Oct. 21
Sept. 21	Seattle	Leviathan	Oct. 22	C'brg-S'mp'tn Oct. 28
Sept. 27	San Francisco	Olympic	Oct. 28	C'brg-S'mp'tn Nov. 4

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT GRANT	...	Wednesday, July 13th, 7 a.m.
PRESIDENT CLEVELAND	...	Wednesday, July 27th
PRESIDENT PIERCE	...	Wednesday, Aug. 10th
PRESIDENT TAFT	...	Wednesday, Aug. 24th
PRESIDENT JEFFERSON	...	Wednesday, Sept. 7th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES—
GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT HAYES	...	Tuesday, July 19th, 6.00 a.m.
PRESIDENT POLK	...	Tuesday, Aug. 2nd, 8.00 a.m.
PRESIDENT ADAMS	...	Tuesday, Aug. 16th, 8.00 a.m.
PRESIDENT GARFIELD	...	Tuesday, Aug. 30th, 8.00 a.m.
PRESIDENT HARRISON	...	Tuesday, Sept. 13th, 6.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT HAYES	...	July 19th, 6.00 a.m.
PRESIDENT CLEVELAND	...	July 19th, 6.00 p.m.
PRESIDENT MADISON	...	July 25th, 6.00 p.m.
PRESIDENT POLK	...	Aug. 2nd, 8.00 a.m.
PRESIDENT PIERCE	...	Aug. 2nd, 6.00 p.m.

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Haining, for Swatow.
Joguesu Maru, for Tamsui.
Nam Sang, for Singapore.
President Grant, for Shanghai.
Song Bo, for Canton.
Ta Chung, for Saigon.
Tai Tak, for Canton.
Tai Tak, for Autow.
Tamba Maru, for Singapore.
Washing, for Swatow.
Yamagata Maru, for Moji.

SHIPPING MOVEMENTS.

The B.I. and Apear s.s. *Santhia* left Singapore for Hong Kong on the afternoon of the 11th, and is due to arrive on the afternoon of the 16th.
The B.I. and Apear s.s. *Takliwa* was due to leave Amoy for Hong Kong yesterday afternoon, and is due here this (Wednesday) afternoon.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SWATOW	"WAISHING"	Wednesday, 13th July, at 10 a.m.
OSAKA via AMOY, SHANGHAI	"HOSANG"	Thursday, 14th July, at 10 a.m.
HAIR MOJI & KOBE	"CHIPSING"	Thursday, 14th July, at 3 p.m.
TIENHSIN	"FOOSHING"	Friday, 15th July, at 6 a.m.
CANTON	"YUENSANG"	Friday, 15th July, at 7 a.m.
SHANGHAI	"HOPSANG"	Sunday, 17th July, at 10 a.m.
TSINGTAU via SWATOW	"FOOSHING"	Wednesday, 20th July, at 10 a.m.
SHANGHAI	"YUSANG"	Thursday, 21st July, at 10 a.m.
SHANGHAI	"CHAKSANG"	Thursday, 21st July, at 10 a.m.
OSAKA via AMOY, SHANGHAI	"FOOKSANG"	Saturday, 23rd July, at 7 a.m.
HAIR MOJI & KOBE	"KWAISANG"	Sunday, 24th July, at 10 a.m.
TSINGTAU via SWATOW	"HANGSANG"	Wednesday, 27th July, at 10 a.m.
SHANGHAI	"LAISANG"	Thursday, 28th July, at 3 p.m.
SHANGHAI	"MINGSANG"	Sunday, 31st July, at 8 a.m.
TSINGTAU via SWATOW	"YATSHING"	Sunday, 31st July, at 10 a.m.
OSAKA via AMOY, SHANGHAI	"KUMSANG"	Tuesday, 2nd Aug. at 7 a.m.

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LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "PEMBROKESHIRE"	(via Oran)	27th July
Motor Vessel "GLENOGLE"	(via Oran)	21st August
Motor Vessel "GLENHARRY"	(via Oran)	21st September

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMORY"	...	Due Hong Kong
Motor Vessel "GLENHARRY"	...	27th July
Motor Vessel "GLENAPP"	...	4th August
Motor Vessel "GLENLUCE"	...	18th August
Steamship "CARMARTHENSIRE"	...	6th September

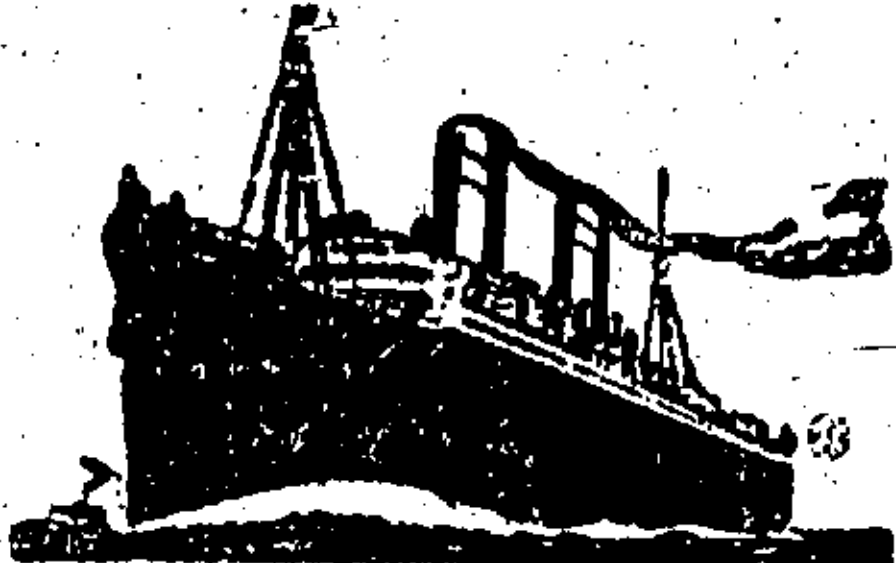
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s.s. "TRIER" ...	...	23rd July, 1927.
s.s. "GOTHA" ...	...	20th August, "
s.s. "SAARBRUECKEN" ...	...	24th Sept. "
s.s. "COLENZ" ...	...	22nd Oct. "
s.s. "FULDA" ...	...	19th Nov. "

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:	s.s. "FRANKEN" ... on or about 3rd Aug. from Hong Kong.
NEXT ARRIVALS FROM EUROPE:	s.s. "KONIGSBERG" ... on or about 17th July in Hong Kong.
	s.s. "ANHALT" ... on or about 14th Aug. in Hong Kong.
	s.s. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

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HONG KONG. [30]

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SWATOW, AMOY & FOCHOW

AND RETURN
(Occupying 8 to 9 Days)

HAIHONG	...	...	Saturday,	the 16th July,	at 1 p.m.
HAICHING	...	...	Tuesday,	the 19th July,	at 1 p.m.

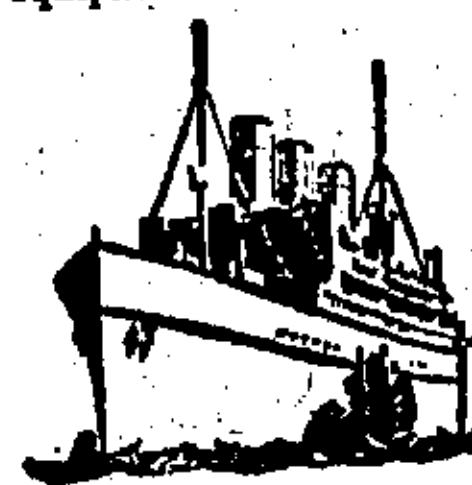
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

*SIBERIA MARU ... Tuesday, 26th July, at 10 a.m.
*TAIYO MARU ... Tuesday, 9th Aug. at Noon
*TENYO MARU ... Monday, 22nd Aug.
*Calle Keelung & Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKOZAKI MARU ... Saturday, 16th July
HARUSAN MARU ... Saturday, 30th July, at 11 a.m.
KITANO MARU ... Saturday, 13th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 20th July, at 11 a.m.
MISHIMA MARU ... Wednesday, 24th Aug.

BOMBAY via Singapore, Penang & Colombo.

BANGKOK MARU ... Thursday, 28th July
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

GINYO MARU ... Friday, 15th August

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Thursday, 11th Aug.

NEW YORK and/or BOSTON via PANAMA.

BENGAL MARU ... Thursday, 21st July

TATSUNO MARU ... Wednesday, 10th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LYONS MARU ... Friday, 8th August

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Saturday, 23rd July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 22nd July

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU (Mojit direct) ... Wednesday, 13th July

MATSUMOTO MARU ... Tuesday, 19th July

TOYOHASHI MARU ... Monday, 25th July

KAMO MARU ... Saturday, 30th July

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Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

THROUGH CARGOES
UNUSUALLY HEAVY.

LOCAL IMPORTS NORMAL.

EIGHTEEN ARRIVALS.

With eighteen vessels arriving into port during the 24 hours ended at 9 a.m. yesterday, the freights for ports beyond were unusually heavy. Local imports, however, remained normal. Most of the vessels with through freights manifested a four figure total, and several carried anything from 4,000 tons up.

Local freights were discharged by twelve steamers and totalled 15,198 tons. Of these, 7,379 tons were contributed by four British vessels. Among the freights were 7,172 tons general. These were brought by the British ship *Portfield* from Barry Dock (6,242 tons) and the *Tai Tak*, a Portuguese vessel contributed 930 tons from Hongkong.

Through cargoes were on the manifests of fourteen steamers. The total amount carried was 44,192 tons, of which, three British ships accounted for 19,835 tons. The two best carriers were the s.s. *Carnarvonshire*, from Otaru and Shanghai which carried 9,053 tons. The Japanese steamer *Haruna Maru* was second with 7,290 tons. She came into port from Middlesbrough and Singapore.

During the period under review there were 19 arrivals and 14 departures. The nationalities being: British, 6 arrivals and 1 departure; Japanese, 5 arrivals and 6 departures; Dutch, 2 arrivals and 2 departures; French, 1 arrival; German, 1 arrival; Norwegian, 1 arrival and 1 departure; Portuguese, 1 arrival; Chinese, 1 arrival and 2 departures; Danish, 1 departure; and American, 1 departure.

SUNRISE AND SUNSET IN HONG KONG.

FOR JULY, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

Date.	Sunrise.	Sunset.
July 13th.....	5.46 a.m.	7.11 p.m.
" 14th.....	5.47 "	7.11 "
" 15th.....	5.47 "	7.11 "
" 16th.....	5.48 "	7.10 "
" 17th.....	5.48 "	7.10 "
" 18th.....	5.49 "	7.10 "
" 19th.....	5.49 "	7.10 "
" 20th.....	5.49 "	7.10 "
" 21st.....	5.50 "	7.09 "
" 22nd.....	5.50 "	7.09 "
" 23rd.....	5.51 "	7.08 "
" 24th.....	5.51 "	7.08 "
" 25th.....	5.51 "	7.07 "
" 26th.....	5.52 "	7.07 "
" 27th.....	5.52 "	7.06 "
" 28th.....	5.52 "	7.06 "
" 29th.....	5.53 "	7.06 "
" 30th.....	5.53 "	7.05 "
" 31st.....	5.54 "	7.05 "

DAILY WATERFRONT NEWS.

NORWEGIAN SKIPPER TO BE
ARRESTED.

HOME MAIL via SIBERIA DUE.

[BY LONGSHOREMAN.]

Discovered hiding in one of the s.s. *Ision's* life-boats, one day out from Singapore, a Chinese coolie appeared before Mr. W. Schofield, at the Kowloon Magistracy yesterday morning, on a charge of stowing away from the southern port No. 3. The defendant on pleading guilty, stating that he desired to come to the Colony, was sentenced to one month's hard labour.

Marine Charts.

It is announced that a new edition of the following Marine Department Chart is now on sale at the Coast Inspector's Office:—No. 1.—Yangtze River: Plover Point to Kiushan River. May 1927. Price \$2.

Reprints of the following charts, with small corrections, are also on sale:—No. 1.—North and South Channel entrances to the Yangtze River and their approaches. Price \$2. No. 2.—The Whangpoo. Price \$2. No. 3.—The Whangpoo: Kachiao Creek to Yangtzepoo. Price \$2. No. 4.—The Whangpoo: Yangtzepoo to Manlitau. Price \$2.

Miscellaneous.

Mr. G. C. Hildred, a junior steward board the *Mentus* was drowned at Port Swettenham on July 4th, according to report by the captain of the Blue Funnel steamer, which arrived at Singapore last week.

The *Lancaster Castle* was towed into port by the F.M.S.R. the *Prince* from Port Swettenham. It appears from the captain's report that the liners towing hawser fouled the propeller.

Warrant for Skipper's Arrest.

An order for the arrest of Capt. Eliassen was issued yesterday by Lt. Comdr. J. B. Newell, D.S.O., R.N., when the case against the Captain for failing to fly the Quarantine Flag, and for not going into the Quarantine Anchorage on July 7th when his ship, the s.s. *Hiram* came into port from Bangkok, was brought on remand at the Marine Court.

When the case was first before the Court, the Magistrate was informed that the ship had sailed on July 4th, and that the skipper would not be back within a fortnight. The Magistrate remanded the case for 24 hours in the hope that someone would appear to represent the defendant. When the case was called yesterday morning, and no one was present to answer the charge on behalf of Capt. Eliassen, the Magistrate ordered his arrest and adjourned the case *sine die*.

Evidence was given by Sgt. Wm. Ryan who said that he had served the summonses on the defendant who told him that he could not appear in Court to answer the charges as the *Hiram* was leaving port.

Chinese Deck Passengers' Entry.

The Asiatic deck passengers' returns during the 24 hours ended at 9 a.m. yesterday showed that 3,589 persons had entered the Colony. Of these 2,140 were brought by the Dutch vessel *Van Heutsz* from Singapore.

Two Deaths.

The s.s. *Ho Sang*, from Calcutta and Singapore came into port yesterday and reported the death of two steerage passengers en route.

Dangerous Goods.

The s.s. *Haruna Maru*, from Middlesbrough and Singapore brought five tons of dangerous cargoes into port. They were sulphuric acid, chloroform and cartridges. The s.s. *Tamba Maru*, from Kobe and Shanghai also brought 100 cases of manganese dioxide and 22 cases of sodium sulphide.

First Siberian Mails for a Fortnight.

The first mail from Home and Europe via Siberia arrived late on Monday evening on the s.s. *Altai Maru*. This mail was discharged early yesterday morning, and was ready for collection and delivery by ten o'clock. On enquiry at the General Post Office yesterday there was no information available as to why this mail had been held up for so long. The mail was dated London, June 18th. The total number of bags landed here was 403, of which 62 contained letters and papers from the United Kingdom, and 72 had mail from Europe. This mail was followed by the arrival early yesterday morning of the s.s. *Carnarvonshire* from the North, which brought, in addition to Shanghai mail, mail from Home and Europe via Siberia. This mail totalled 134 bags, of which there were 48 bags of papers only from the United Kingdom. There is another United Kingdom and Europe mail due in this week via Negapatam, this being expected by the s.s. *Santhia* on Saturday. Letters and papers on board are dated London, June 18th.

The "Hero Ship."

A Canadian News Letter message from Quebec reads:—The Canadian Pacific liner *Empress of Australia*, one of the largest and speediest vessels on the Pacific, has just been transferred to the Atlantic service. Known as the "hero ship" of the Yokohama earthquake, this twin-screw 22,000-ton oil-burner, just re-engineered and refitted on the Clyde, will reach Quebec July 2nd and sail July 6th on her first eastward voyage across the Atlantic. Her European stops will include Cherbourg, Southampton and Hamburg. The *Empress of Australia* will later make the fifth Canadian Pacific world cruise, sailing from New York December 2nd. She will all ways be remembered for her remarkable rescue work in the Yokohama earthquake in 1923, when, under the command of Capt. S. Robinson, C.B.E., R.N.R., this vessel saved the lives of 2,000 refugees as well as her own 2,000 passengers and crew. It is announced that the Prince of Wales and Premier Baldwin will travel from Southampton to Canada on the *Empress of Australia*, sailing July 23rd.

WARSHIPS IN PORT.

Warships in port yesterday were: North Wall Basin, *Tarantula*; South Wall Basin, *Aphis*, *Moehren* and *Faulknor*; East Wall Basin, *Subs. L.15* and *L.19*; West Wall Dock, *Vindictive*; Taikeo Dock, *Wishart*, *Wild Swan* and *Marston*; Taikeo Dock, *Fraggle*; Buoy 6, *Emerald*; Buoy 8, *Titanium* and *Subs. L.3* and *L.5*; Buoy 13, *Serapis*; Buoy 18, *Ruthenia*; Buoy 19, U.S.S. *Helena*; Buoy 25, *Khark*.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 3rd August

S.S. "KABINGA" ... Havre, London, Rotterdam & Hamburg ... 18th August

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

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S.S. "CITY OF CHESTER" ... via Suez Canal ... 14th July

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August

S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September

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S.S. "COMERIC" ... via Suez Canal ... 16th July

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hong Kong ... 5th August

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Steamship	Tons.	From Hongkong (about)	Destination.
"ALIPORE"	5,273	31st July	Straits and Bombay.
"MAEDONIA"	11,120	23rd July	Marseilles and London.
"KALYAN"	9,144	27th July	Marseilles, London, Antwerp & Hull.
"NYANZA"	7,023	3rd Aug.	Straits and Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAVALPINDI"	16,619	20th Aug.	Marseilles and London.
"DEVANHA"	8,155	3rd Sept.	Marseilles, London & Antwerp.
"MOBEA"	10,953	17th Sept.	Marseilles and London.
"KHYBER"	9,114	1st Oct.	do.
"MALWA"	8,985	15th Oct.	do.
"KASHMIR"	11,120	12th Nov.	do.
"MAEDONIA"	16,504	26th Nov.	do.
"MONGOLIA"	10,948	10th Dec.	do.
"MANTUA"	9,005	24th Dec.	do.
"KASHGAR"	10,953	7th Jan., 1928	do.
"MOBEA"	8,155	21st Jan., 1928	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKLIWA"	7,936	16th July, 1 p.m.	Singapore, Penang and Calcutta.
"TILAWA"	10,005	22nd July	do.
"SANTHIA"	7,754	12th Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	23rd July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	2nd Sept.	do.
"ST. ALBANS"	4,500	30th Sept.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambangan, Tawau, Timor, Durian, or other ports on route as indicated.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TATA"	6,323	14th July, 7 a.m.	Amoy, Shanghai, Kobe and Osaka.
"SANTHIA"	7,754	18th July	Moji, Kobe & Yokohama.
"RAVALPINDI"	16,619	22nd July	Shanghai, Kobe and Yokohama.
"DEVANHA"	8,155	5th Aug.	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,956	9th Aug.	Moji, Kobe, Osaka & Yokohama.
"MOBEA"	10,953	19th Aug.	S'hai, Moji, Kobe & Yokohama.
"NAGORE"	6,283	30th Aug.	do.
"KHYBER"	9,114	2nd Sept.	do.
"ST. ALBANS"	4,500	8th Sept.	Moji, Kobe, Osaka & Yokohama.
"NYANZA"	7,023	15th Sept.	Shanghai, Moji and Kobe.
"KASHMIR"	10,953	16th Sept.	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	4th Oct.	do.
"MAEDONIA"	11,120	14th Oct.	Moji, Kobe, Osaka & Yokohama.
"MONGOLIA"	10,948	28th Oct.	S'hai, Moji, Kobe & Yokohama.
"MANTUA"	9,005	12th Nov.	do.
"KASHGAR"	10,953	26th Nov.	do.
"MOBEA"	8,155	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	8,985	7th Jan., 1928	do.
"KHYBER"	9,114	21st Jan., 1928	do.
"MAEDONIA"	11,120	4th Feb., 1928	do.
"KASHMIR"	8,985	18th Feb., 1928	do.
"MANTUA"	10,948	25th Feb., 1928	do.
"MONGOLIA"	10,948	17th Mar., 1928	do.
"MOBEA"	10,953	30th Mar., 1928	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
JAPAN and SHANGHAI Europe via NEOPATAM (Letters and Papers London, 16th June)	Hakozaki Maru	15th July
SUEZ AND STRAITS	Santika	16th July
CANADA, U.S.A., JAPAN & SHANGHAI	Parsons	17th July
U.S.A., HONOLULU, JAPAN & SHANGHAI	Emp. of Canada	18th July
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Cleveland	18th July
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Hayes	18th July
SUEZ AND STRAITS	Admiral	18th July
JAPAN	Aki Maru	19th July
JAPAN & SHANGHAI	Sphinx	19th July
AUSTRALIA & MANILA	Mishima Maru	21st July
SUEZ & STRAITS	Antenor	21st July
SHANGHAI	Macedonia	22nd July
JAPAN & SHANGHAI	Hakusan Maru	23rd July
STRAITS	Kamo Maru	24th July

OUTWARD MAILS.

FOR	PER	DATE
Shanghai, Japan, Canada, U.S.A. & S. America, EUROPE via Vancouver, B.C.—due Vancouver, B.C., 31st July, and Europe via Siberia	Emp. of Asia	Reg. 9.15 a.m. Letters 10.00 a.m.
Fort Bayard	Wing Wo	11.30 a.m.
Bangkok	Hernandez	12.30 p.m.
Swatow & Amoy	Van Ixuta	1.30 p.m.
Japan	Samarang Maru	5.00 p.m.
Amoy	Tara	6.00 p.m.
Amoy	Hosana	8.30 a.m.
Swatow, Amoy and Formosa	Del Maru	9.30 a.m.
Saigon & South Africa	Manila Maru	9.30 a.m.
Java via Batavia	Tytkembang	11.30 a.m.
Shanghai & EUROPE via Siberia	Yuenang	5.00 p.m.
Manila, Australia & New Zealand via Thursday Island—due Thursday Is- land, 26th July	Taiiping	Reg. 10.15 a.m. Letters 10.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 15th Aug.	Hakozaki Maru	Reg. 8.00 a.m. Letters 9.00 a.m. G.P.O.
Swatow, Amoy and Foochow	Hui Hong	Reg. 8.45 a.m. Letters 9.30 a.m.
Swatow, Amoy and Formosa	Horan Maru	Noon
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 26th Aug.	Sphinx	Sunday, 17th, 9.00 a.m. Tuesday, 19th, 10.30 a.m. Wednesday, 20th, 10.30 a.m. G.P.O. Reg. 11.45 a.m. Letters 12.30 p.m.

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid
up \$30,000,000
Reserve Funds:—
Sterling \$25,000,000
Silver \$13,500,000

Reserve Liability of Pro-
prietors \$30,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BARNARD,
Chairman.
A. H. COMPTON, Esq.,
Deputy Chairman.
W. H. Ball, Esq., W. L. Patterson, Esq.,
N. S. Brown, Esq., T. G. Wells, Esq.,
A. Macgowan, Esq., H. P. White, Esq.,
Acting Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES:	BRANCHES:	BRANCHES:
Amoy	Hongkong	Peking
Bangkok	Iloilo	Ponang
Batavia	Iphoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala	Shanghai
Chiofo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Tientsin
Fochoow	Manila	Tokyo
Haiphong	Medan	Yokohama
Hankow	Moukden	
Harbin	Nagasaki	
	New York	

CURRENT ACCOUNTS opened in LOCAL
CURRENCY and FIXED DEPOSITS re-
ceived for one year or shorter
periods in LOCAL CURRENCY and
STERLING on terms which will be
quoted on application.
Hong Kong, 26th May, 1927. [28]

HONGKONG SAVINGS BANK.

THE business of the above Bank
is conducted by the HONG-
KONG & SHANGHAI BANK-
ING CORPORATION. Rules may
be obtained on application.
For the HONGKONG & SHANGHAI
BANKING CORPORATION,
A. C. HYNES,
Acting Chief Manager.
Hong Kong, 9th March, 1927. [2]

EQUITABLE EASTERN BANK-
ING CORPORATION.
AN AMERICAN BANK.CAPITAL AND SURPLUS
U.S. \$3,000,000.00HEAD OFFICE:
87, WALL STREET,
NEW YORK.BRANCHES:
SHANGHAI.

General Banking and Exchange
Business.
Interest Allowed on all Deposits.
Rates on Application.
LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO., OF N.Y.
88 J. D. M. BIGGAR, Manager.

NEDERLANDSche HANDEL-
MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKEN

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD,
CENTRAL.
Authorized Capital.....Guineas 150,000,000.
(£12,500,000.)
Paid-Up Capital.....Guineas 80,000,000.
(£6,400,000.)
Reserve Fund.....Guineas 21,173,340.
(£1,759,778.)
Special Reserve.....Guineas 22,600,000.
(£1,888,330.)

Head Office: AMSTERDAM.
Eastern Head Office: BATAVIA.

BRANCHES:—Batavia, Bandoeng, Bombay,
Calcutta, Cherbon, Djeddah, Dombay,
Hongkong, Kanton, Kobe, London,
Lyons, Manilla, Peking, Rotterdam,
Sourabaya, Swatow, Tientsin, Yokohama.

London Bankers:—National Provincial
Bank, Ltd.

Correspondents all over the world.
Banking Business of every description
transacted.
O. STEENSTRA,
Manager.

THE BANK OF CHINA.
行銀國中

(Specially authorized by Presidential
Mandate of the Republic of
China on the 2nd of
November, 1917.)

AUTHORIZED CAPITAL.....\$50,000,000.00
PAID-UP CAPITAL.....\$19,760,200.00
RESERVE FUND.....\$9,843,398.69

HEAD OFFICE: PEKING.

Hong Kong Branch:—4, QUEEN'S
ROAD CENTRAL.

Branches and Sub-branches all over
China, and Correspondents in
Europe, America, and other
parts of the world.

London Bankers:—THE GUARANTY
TRUST CO. OF NEW YORK, THE
NATIONAL PROVINCIAL BANK, LTD.,
NEW YORK.

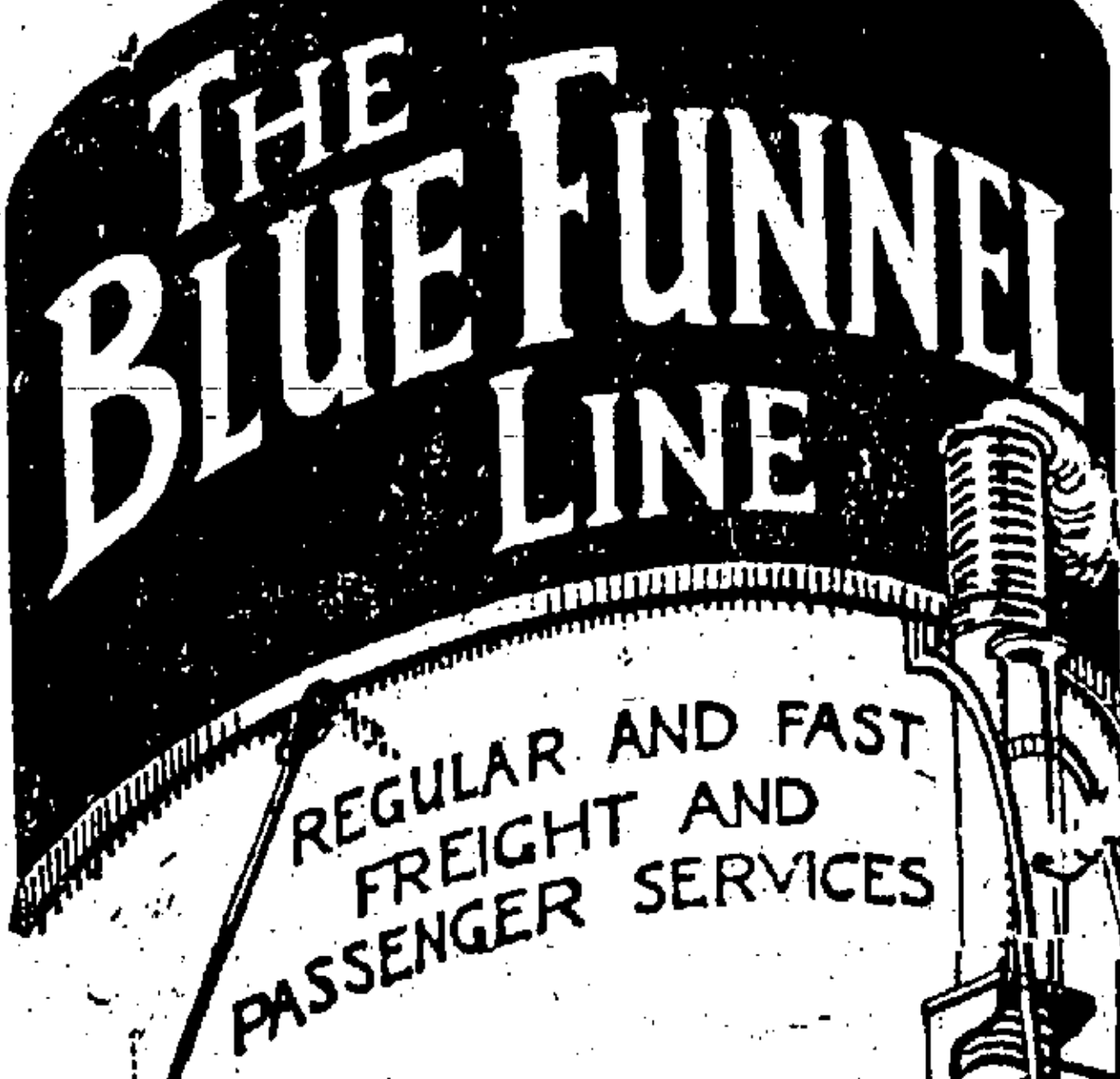
Interest allowed on Current Ac-
counts and Fixed Deposits. Terms
on application.

Every description of Banking
Business transacted.
Loans granted on Approved
Securities.

Special facilities for domestic
exchange.
SHOU J. CHEN,
Manager.
Hong Kong, 29th June, 1927. [38]

IT IS THE BEST TO BUY CAPSTAN CIGARETTES

EB-48.



LONDON SERVICE.

"PATROCLUS" 27th July, Marseilles, London, R'dam. & Glasgow.
"MACHAON" 9th Aug. Marseilles, London, R'dam. & H'burg.
"ANTENOR" 24th Aug. Marseilles, London, R'dam. & Glasgow.
"PERSEUS" 6th Sept. Marseilles, London, R'dam. & H'burg.
*Calls at Casablanca.

LIVERPOOL SERVICE.

"OANFA" 15th July, Genoa, Havre, Liverpool & Glasgow.
"ATREUS" 29th Aug. Genoa, Havre, Liverpool & Glasgow.
"TEUCER" 15th Sept. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"TYNDAREUS" 23rd July, Victoria, Vancouver & Seattle.
"PROTESILAUS" 13th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"HELENUS" 31st July, New York, Boston & Baltimore.
"MENTOR" 28th Aug. New York, Boston & Baltimore.

PASSENGER SERVICE.

"PATROCLUS" 27th July, Singapore, Marseilles & London.
"ANTENOR" 24th Aug. Singapore, Marseilles & London.
"HECTOR" 5th Oct. Singapore, Marseilles & London.
"AENEAS" 1st Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation
at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.

HONGKONG WEEKLY
PRESS.CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Paper to send Home

P. & O. BANKING CORPORA-
TION, LIMITED.

PAID-UP CAPITAL.....£2,594,180
RESERVE FUND.....£180,000

HEAD OFFICE:

123, Leadenhall Street, London,
E.C. 3.

The Corporation undertakes General
Banking and Exchange Busi-
ness of every description and in
addition to its principal towns of the
World.

L. E. HOPKINS,
Manager.
Princes' Building, Chester Road,
Hong Kong.

THE MERCHANT BANK OF
INDIA, LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London,
E.C. 3.

Authorized Capital.....£3,000,000
Subscribed Capital.....£1,500,000
Paid-up Capital.....£1,000,000
Reserve Fund and Res.....£1,545,867

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES: Penang, Port Louis (Mauritius),
Rangoon, Shanghai, Singapore,
Sourabaya, Swatow, Tientsin,
Yokohama.

HONG KONG BRANCHES:
Every description of Banking and
Exchange Business transacted.

Interest allowed on Current Ac-
counts to 2 per cent. per annum on
Daily Balance and on Fixed De-
posits at Rates that may be ascer-
tained on application.

C. L. C. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 19th April, 1927. [29]

THE YOKOHAMA SPECIE BANK,
LIMITED.

Capital fully paid:
up Yen 100,000,000
Reserve Fund..... Yen 92,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:

Alexandria	Hongkong	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Sourabaya
Buenos	Kobe	San Fran-
Calcutta	London	cisco
Canton	Lyons	Seattle
Chungking	Los Angeles	Samarang
Dairen	Manila	Shanghai
(Dalny)	Nagasaki	Singapore
Fongtien	Noroya	Shimonoseki
(Mukden)	Newchwang	Sydney
Hankow	Oakta	Tientsin
Harbin	New York	Tokyo
	Peking	Tientsin
	Rio de	Tsingtau
	Janairo	

Interest allowed on Current Accounts
Deposits received for Fixed Periods at
rates to be obtained on application.
H. MOKI, Manager.
Hong Kong, 11th March, 1927. [35]

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:

98, Boulevard Haussmann, Paris.

Subscribed Capital.....Fr. 75,000,000.00
Paid-up Capital.....Fr. 68,400,000.00
Reserve Fund.....Fr. 59,384,619.10

BRANCHES:
Bangkok, Hanoi, Pondicherry,
Batambang, Hong Kong, Saigon,
Canton, Mengtze, Shanghai,
Nankin, Nam-Dinh, Singapore,
Djibouti, Noumea, Tientsin,
Fort-Bayard, Papeete, Tourane,
Haiphong, Peking, Yunnanfu,
Hankow, Pnom-Penh.

IN FRANCE: Comptoir National
d'Escompte de Paris; Crédit
Lyonnais; Banque de Paris et
des Pays-Bas; Crédit Industriel
et Commercial; Société Gène-
rale.

IN LONDON: The National Provincial
and Union Bank of England,
Ltd.; Comptoir National d'Es-
compte de Paris; Crédit
Lyonnais.

IN NEW YORK: J. P. Morgan &
Co.; French-American Banking
Corporation; Guaranty Trust
Co. of New York.

Interest allowed on Current Ac-
counts and Fixed Deposit accord-
ing to arrangement.

Every description of Banking and
Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LEM,
Manager.
Hong Kong, 26th February, 1927. [32]

THE BANK OF EAST ASIA,
LIMITED.

HEAD OFFICE: HONG KONG.

No. 10, Des Voeux Road Central,
Hong Kong.

AUTHORIZED CAPITAL.....\$10,000,000
PAID-UP CAPITAL.....\$5,000,000
RESERVE.....\$1,200,000

BRANCHES AND AGENTS:
Batavia, Melbourne, San Francisco,
Bombay, Nagasaki, Seattle,
Calcutta, New York, Sourabaya,
Canton, Osaka, Singapore,
Haiphong, Paris, Sourabaya,
Hankow, Peking, Sydney,
Kobe, Penang, Tientsin,
Kowloon, Rangoon, Tientsin,
London, Saigon, Tokyo,
Manila, Shanghai.

Correspondents in all principal
cities of the world.

Every description of Banking and
Exchange business transacted.
Loans granted on approved securi-
ties.

Safe Deposit Boxes to let.
Kao Tze Po,
Chief Manager.
Hong Kong, 21st March, 1927.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial
Charter, 1899.

Capital Subscribed.....Yen 45,000,000
Capital (Paid-up).....Yen 39,375,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe,
Osaka.

FORMOSA:—Giran, Kagi, Karenko,
Keelung, Makong, Nanto,
Shinchiku, Taitung, Tainan,
Takao, Tamsui, Toon, Heilo,
Taito.

CHINA:—Shanghai, Hankow, Amoy,
Fuchow, Swatow, Canton.

OTHERS:—Hong Kong, Singapore,
Soerabaya, Semarang, Batavia,
Bombay, London, New York,
Calcutta.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER
AND PARK BANK.

The Bank has Correspondents in
the Commercial Centres in the
European Continent, Russia, Man-
churia, Tsingtau, Japan, Indo-
China, Siam, India, Philippine
Islands, Java, Africa, &c.

Interest allowed on Current Ac-
counts, and Fixed Deposits at
Rates which will be quoted on ap-
plication.

T. TAKAGI,
Manager.
Hong Kong BRANCH,
8, Des Voeux Road, Central
Hong Kong, 11th May, 1927. [37]

THE BANK OF CANTON, LTD.

Established 1912.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
AUTHORIZED CAPITAL.....\$11,000,000
PAID-UP CAPITAL.....\$8,884,200
RESERVE FUND.....\$850,000

BRANCHES:
CANTON, SHANGHAI, HANKOW, SWATOW,
BANGKOK, NEW YORK and
SAN FRANCISCO.

London Bankers:—
THE LLOYD BANK, LTD.
Correspondents

In all Principal Cities of the World.
Foreign Exchange and Banking Busi-
ness of every description transacted.
Safe Deposit Boxes (various sizes) at
a Yearly Rental of from \$5 to \$40.

WOK POON SHAN,
Chief Manager.
Hong Kong, 21st April, 1927.

UNCHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER
1880.

Head Office: London.
Paid-up Capital.....£25,000,000
Reserve Fund.....£24,000,000
Reserve Liability of Pro-
prietors.....£25,000,000

AGENCIES AND BRANCHES:
ALOR STAR, IPOH, BANGKOK,
AMSTERDAM, KANG, SEMARANG,
BANGKOK, KORE, SHANGHAI,
BATAVIA, KUALA, SINGAPORE,
BOMBAY, KANGSAR, SOERABAYA,
CALCUTTA, KUALA, TAIPEI,
CANTON, LUMPUH, TIENTSIN,
CAYPORE, KUALA, TIENTSIN,
COLOMBO, MADRAS, TIENTSIN,
DUBLIN, NEW YORK, TIENTSIN,
HAIPHONG, NEW YORK, TIENTSIN,
HAMBURG, Peking, YOKOHAMA,
HANKOW, Peking, YOKOHAMA,
HONG KONG, Peking, YOKOHAMA,
ILOILO, Peking, YOKOHAMA.

FOREIGN EXCHANGE and General
Banking Business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for one
year or shorter periods at rates
which will be quoted on applica-
tion.

J. R. GEORGE,
Manager.
Hong Kong, 7th March, 1927. [30]

BANQUE FRANCO-CHINOISE
POUR LE
COMMERCE ET L'INDUSTRIE.

(Incorporated in France).
5, Chater Road, Victoria, Hong
Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital fully paid up..... Fr. 40,000,000
Special Working Capital Fr. 50,000,000
Reserves..... Fr. 13,276,000

BRANCHES:
Paris, Lyons, Marseilles,
Saigon, Haiphong, Hanoi,
Pnom Penh, Tientsin,
Shanghai, Hong Kong.

FRANCE: Société Générale, Banque
Nationale de Crédit, Banque de
Paris et des Pays Bas.

London: Midland Bank, Ltd.
New York: Irving Bank, Columbus
Trust Co.

Every description of Banking and
Exchange Business transacted.
Correspondents throughout the
World.

A. HOLTEIN,
Manager.
Hong Kong, 21st April, 1927.

Printed and Published by OLIVER THOMAS BRENSPEAR, for the
HONG KONG DAILY PRESS, LTD., at 14, Chater Road, Victoria,
Hong Kong. London Office: 21, Bride Lane, Fleet Street,
E.C. 4.